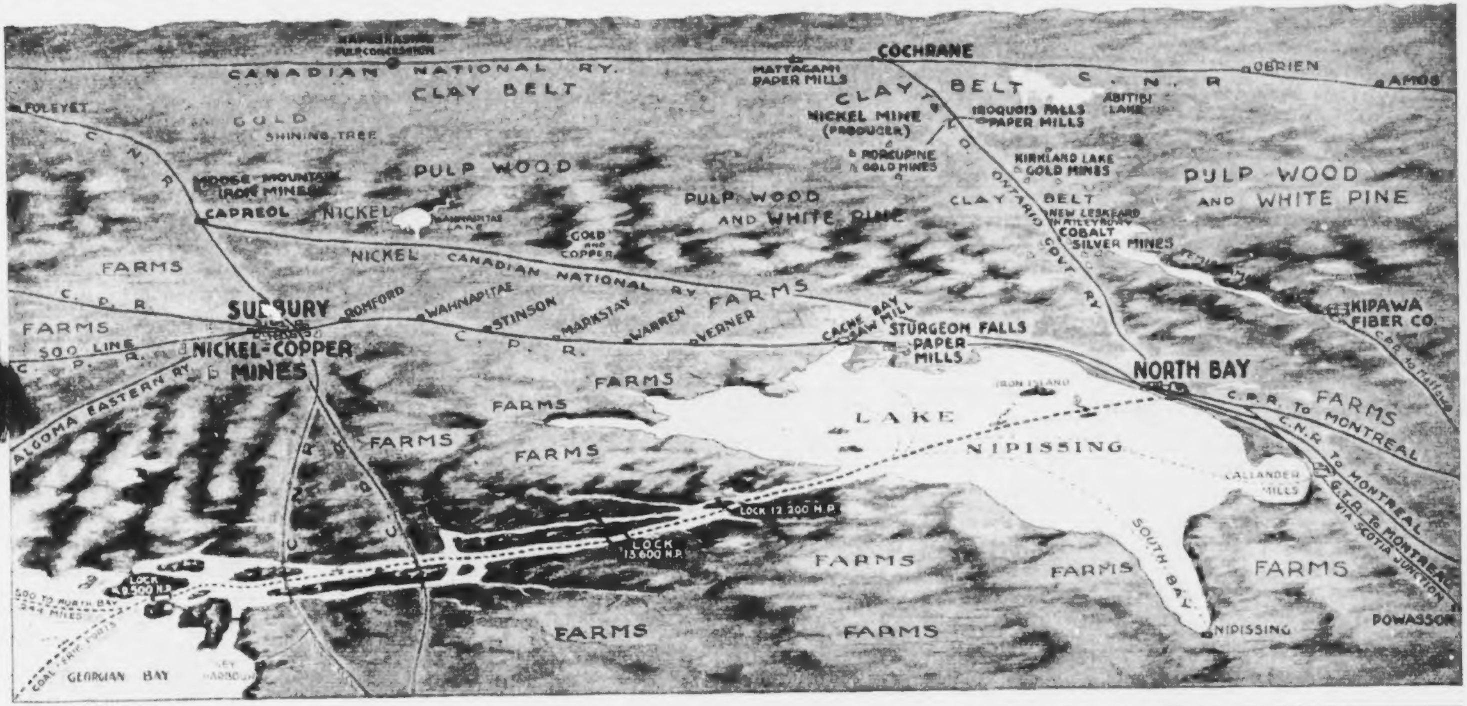
FRENCH RIVER IMPROVEMENT



A Booklet Devoted to Economic Transportation

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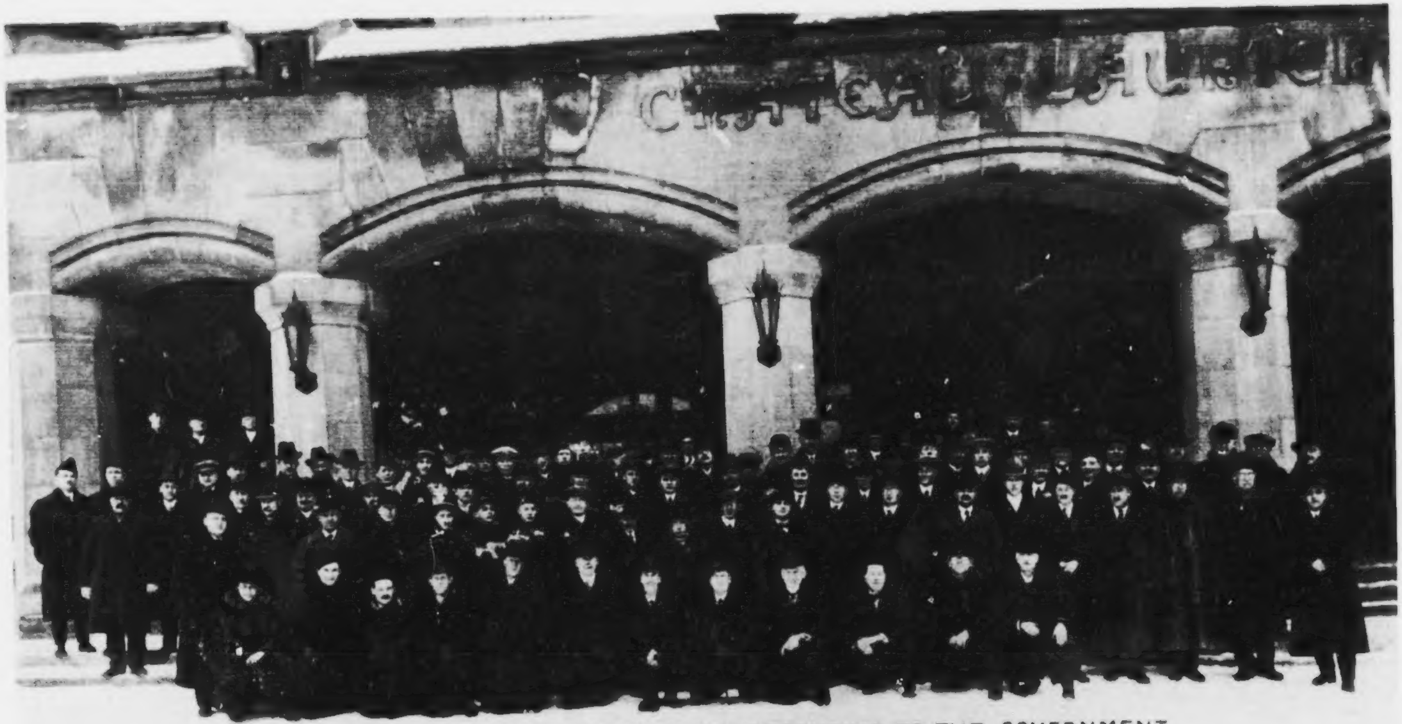
"In any event, two strategic points must be reached;—the site on which I now stand, and the north shore of Lake Nipissing."—Sir Sandford Fleming, Chief Consulting Engineer, C.P.R., speaking at the Head of the Lakes re Eastern and Western Great Lakes Terminals in 1880.

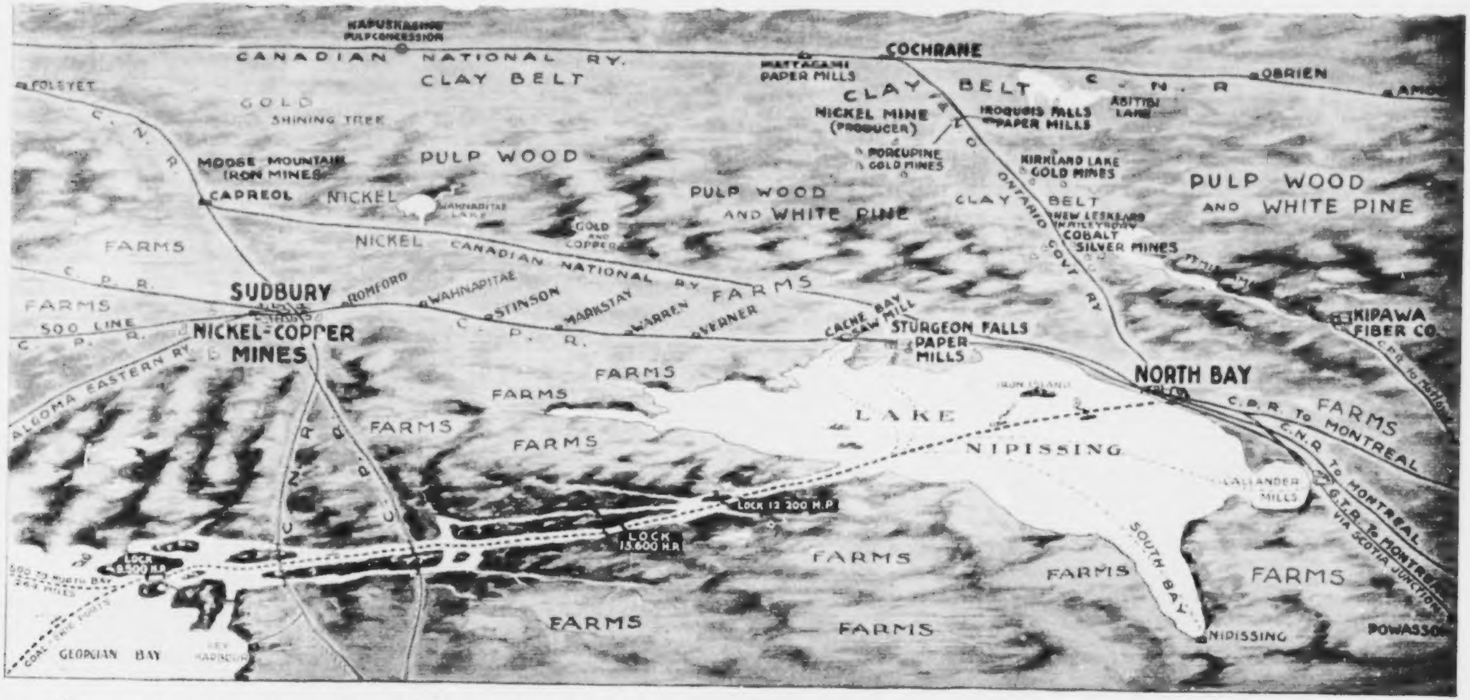
"I have been for many years engaged in the study of economic transportation routes, **in connection with the location of the Canadian Northern** and other railways, and have been more and more convinced of the importance of the east end of Lake Nipissing as a strategic point, and I represented it as such to the Directorate of the Canadian Northern."—Henry K. Wickstead, M.E.I.C.



ONTARIO DELEGATION IN OTTAWA PRESENTING TO THE GOVERNMENT
THE FRENCH RIVER IMPROVEMENT AND POWER SCHEME, JANUARY 10, 1919.

FRENCH RIVER IMPROVEMENT

Give Northern Ontario her Waterway, and she gives "The National" its most economic Grain route.



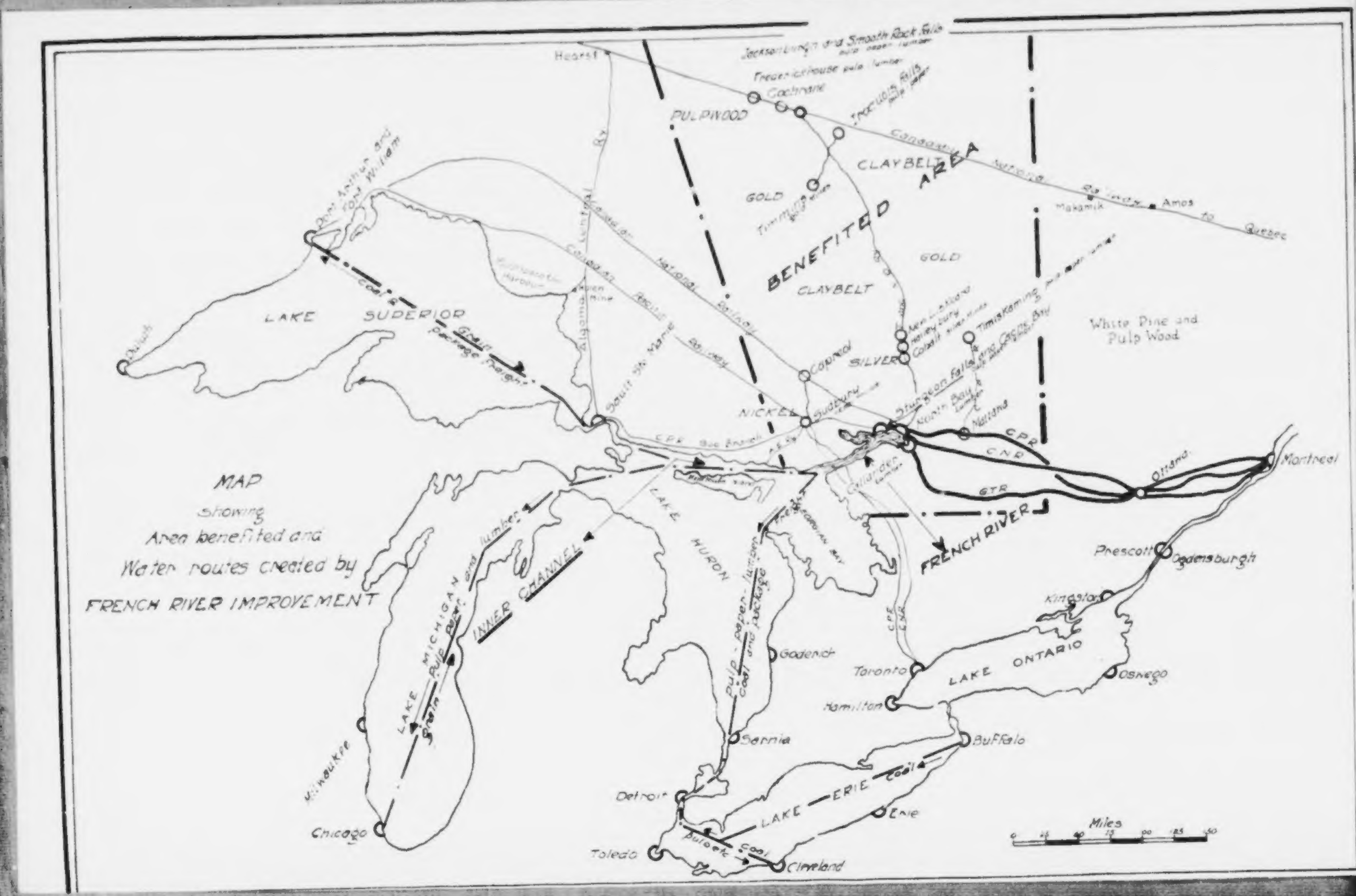
Effects savings by water borne coal from Erie ports of $1,265,726.06 yearly.

Provides cheaper transportation for Northern Ontario's $70,000,000 yearly exports, mainly going to Great Lake ports.

Enhances value of standing white pine and spruce and paper manufacture $40,000,000 by water borne rates.

Generates electric power at the three locks, which is urgently required. Aside from savings, power receipts alone will pay 5% interest on total construction.

Affords "National," C.P.R. and G.T.R. new grain routes to Montreal, shorter than Buffalo to New York haul, thereby diverting the flow of 66% Canadian wheat now going to American Atlantic ports.



MAP
showing
Area benefited and
Water routes created by
FRENCH RIVER IMPROVEMENT

"THE FRENCH"—A NATURAL WATERWAY.

"THE FRENCH" is one of the few large streams which supply the great inland reservoir of the St. Lawrence, known as the Great Lakes system. Backed by a drainage area of 10,000 square miles, the water supply is amply assured. Immediately at its head lies the Lake Nipissing storage area of 320 square miles. The sources of the supply-streams, lying mainly in the great permanent reserves of Temagami and Algonquin National Park, preserve it from undue fluctuation and facilitate regulation.

From Lake Nipissing to Georgian Bay there occur but three short breaks to navigation, and between these points lie spacious deep-water channels ranging from 350 to 1,000 feet in width, and affording free navigation throughout their entire length of twelve miles, thirteen and a half miles, and thirty-seven miles respectively. It will therefore be seen, that this is no ordinary contracted stream, but one which lends itself readily, in its natural condition, to improvement.

Deep water expanse on French River looking towards Chaudiere lock site twelve miles distant.

Thousands of tourist visit the Upper French River and Lake Nipissing, camping among their four hundred islands.

One of the Rapids in the French River.

Total power development created by lock construction 35,394 H.P. The territory benefited by waterway and cheap power has in past 12 years developed 180,000 H.P. More power is urgently required.

"THE FRENCH"—A COMMERCIAL HIGHWAY AND POWER STREAM.

THE Province of Ontario is girdled on the south, the west and the east by the Great Lakes, the St. Lawrence and the Ottawa. The northeastern portion of the Province, commonly known as New Ontario, is tapped by one artery alone from this Great Lakes system—The French River. The rest of the Province enjoys all the benefits of competitive routes by water and rail. Its railway rates are everywhere in some measure equalized with those of water borne traffic. This section of Northern Ontario lacks this advantage with its five hundred to a thousand mile single-line rail haul from the supply centres of the south; yet in timber, pulpwood and its products and minerals both precious and economic, it rivals any province of the Dominion and is one of the richest areas of the world in natural resources. Must it forever remain under this continuous handicap when this French River—49 miles in length, requiring but three locks to open it to the Great Lakes traffic is so easily improved? This simple and comparatively inexpensive construction will let Great Lakes traffic into the very heart of New Ontario along the shore of Lake Nipissing where three railway lines are ready to carry the water-borne imports north, east and west, and secure ample return cargoes south and west.

The broad open reaches of this stream are interrupted at but three points—The Big Chaudiere, Five Mile Rapids and the Dalles. Here it is proposed to develop power in conjunction with waterway construction. No finer object lesson can be provided in the way of economic development than is possible at these points on "The French."

The 69.5 foot head between Lake Nipissing and the level of the Great Lakes, will, when harnessed, create 35,394 horsepower which immediately on the completion of the waterway, will provide revenue to meet fully the interest on waterway improvement. The mining plants in the Sudbury nickel area in operation or under costruction are anxiously awaiting the advent of this additional power. Shall this double utility that assures an industrial expansion, the possibilities of which few will dare to estimate, be longer delayed.

ELECTRICAL POWER.

(a) Up to this time the entire control of the waters of the French River have remained in the hands of the Federal Government since power development cannot here be disassociated from waterway construction without prejudice to the interests of both. Hence the Province of Ontario has consistently and rightly declined to urge its claims to initiate the work, and has delegated its right to its federal partner in the undertaking. Here then are two public works entirely at the disposal of the latter and both demanding immediate action on the part of the controlling authority.

The Sudbury nickel area will provide an immediate market for all and more than all the power that can be developed on the "French." The following is a complete summary of power already developed:—

(1) In Sudbury nickel area:—		
Huronian Power Co., Spanish River	12,000 H.P.	
Spanish River Pulp & Paper Co., Espanola	12,000	
Wanapitei Power Co., Wanapitei River ...	5,000	
Mond Nickel Co., Spanish River	4,000	
Lorne Power Co., Vermillion River	3,000	
Sudbury Power Co " "	1,500	37,500 H.P.
(2) In Cobalt silver area:—		
Northern Ontario Power Co., Hound Chute		
Northern Ontario Power Co., Ragged Chute		
Northern Ontario Power Co., Matabechewan		28,500 H.P.

(3) In Porcupine Gold Area:—		
Northern Canada Power Co., Sandy Falls..		
Northern Canada Power Co., Wawaitan Falls		22,500 H.P.
(4) Miscellaneous:—		
Abitbi Power & Paper Co., Iroquois Falls..	18,000	
Metagami P. & P. Co., Smooth Rock Falls	12,500	
Spanish River P. & P. Co., Sturgeon Falls .	6,000	
Hydro Elec. Power Comm., North Bay	1,500	38,000 H.P.
(5) Development under way:—		
Quinze Power Co., Ottawa River	80,000 H.P.	
Abitibi P. & Paper Co., Iroquois Falls	25,000	
Kipewa Fibre Co., Ottawa River	15,000	
Kapuskasing P. & Lmbr., Kapuskasing Riv.	14,000	
Huronian Power Co., Spanish River	12,000	
Total		146,000 H.P.

The fact is that the Sudbury area has reached the maximum of power available from the smaller streams and the mines and smelters have considered bringing power long distances. A reference to the above statistics on power will show that already 37,500 H.P. has been developed **and is now in use**. The last available development is now under way, viz., 12,000 H.P. which will be entirely absorbed by the operating company, the International Nickel Co. of Copper Cliff. The second operating company, viz., the Mond Nickel Co., has reached its limit available. A new company, the British America Nickel Corporation, which will ultimately be as large a producer as either of the above, has now an extensive plant under construction. A significant fact is that 80 per cent. of its stock is owned by the British Imperial Government. From what source is it to derive its power? There is no other short transmission power to look to, except the French River Development. A year ago this company canvassed the possibilities for power. They received the reply that this French River power was bound up with the waterway improvement so closely that no guarantee could be given either as to time or cost; consequently they were compelled to locate elsewhere to their own direct loss, and to the detriment of this section of Ontario which provides the raw material.

Pioneer development of the powers for Cobalt or Porcupine mining camps was expensive, as the powers were not adjacent to the rail, especially in the early days of Purcupine, and installation costs were $200 per H.P. The extreme richness of the ores enables the Power Companies to secure $55 per H.P. at Cobalt and $50 at Porcupine. $32,000,000 has been expended north of North Bay for power developmnt in the last ten years. Sudbury District Development, while costing less, probably averaged $130 per H.P. for installation by the several operating nickel companies. The British America Company offered $26 per H.P. for French River power, and it is extremely unlikely they would have hesitated to pay thirty dollars.

The Sudbury mines and smelters are yet without a sufficient quantity of power; in fact, development has been steadily retarded for want of power. The Ontario Hydro Electric furnishes North Bay. Under the franchise industrial power is $35; pumping power (per kilowatt) equals $25 H. P.

In transmission this French River power line would lose around 10 per cent. efficiency. The 35,394 H.P. would therefore meter 31,854 H.P. at the stepdown transformer sub-stations and at $26 would yield $818,204, **which exceeds the interest cost of the whole waterway.**

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

With the Dominion Government developing the power at the three dams and locks as contempiated the installation cost could be reduced to $50 per H.P.

Would a leaf from Sir Adam Beck's cheap power book not prove more popular than forever subsidizing railways from "a point at or near the junction of —creeks, a distance of——miles, more or less, to the village of Nowhere?" **What is more financially sound than for the Dominion Government to develop power at these locks?**

Economic development **for power alone** would not be located at the three points on the river where the locks are being built, and at these locks it will cost less per horse power to develop, generated in conjunction with the waterway.

When private capital has invested $37,500,000 in this section in generating power (and already made $7,000,000 or expenses yearly, possible), why should the Dominion Government, which holds in its own control the only economic powers left available fail to respond to the urgent need when the revenue from the power alone will meet the interest at five per cent. on the whole cost of this waterway.

A BUSINESS PROPOSITION.

The actual appropriation to be placed in the estimates should be sufficient to complete at least **one** section of the units of waterway and power construction so that interest on outlay will immediately be met by selling power through electrical development and provide power for construction purposes. The following statement will show:-

ANNUAL SAVINGS OF EARNINGS OVER INTEREST.

First Unit of Construction

Estimated cost of Big Chaudiere Nipissing reach......	$3,632,494	
12,250 H.P. at $25 per H.P.	306,250.00	per am.
Interest on estimate cost at 5 per cent. per am.	181,624.70	" "
Saving over interest	125,625.30	" "

Second Unit of Construction

Estimated cost of Five Mile Rapids Reach		$3,479,138
13,614 H.P. at $25 per H.P.	**340,350.00**	
Interest on above cost at 5 per cent. per am.	173,956.90	
Saving over Interest	$166,393.10	

Third Unit of Construction.

Estimated cost of Pickerel River Reach		$7,162,786
Interest on cost at 5 per cent. per am.	358,139.30	
9,530 H.P. at $25 per am.	238,250.00	
Excess of Interest	$119,889.30	

RECAPITULATION.

Horse Power	Revenue from Electric Power		Int. on Construction
12,250	$306,250.00	Unit No. 1	$181,624.70
13,614	340,350.00	" " 3	173,956.90
9,530	238,250.00	" " 3	358,139,30
35,394	**$884,850.00**		**$713,720.90**

Total Revenue from Electric Power	$884,850.00
Total Interest on Construction Units	713,720.90
Annual Saving over Interest	$171,129.10

N.B. All measurement on power and estimates of cost of construction are quoted from Dominion Government Engineers' Reports. Were the costs estimates now exceeded by 25 per cent., the sale of power alone would still meet interest on cost of entire waterway.

Typical view of French River. (Note large tows of logs.)

The three locks on French River will enable the largest grain boats on the Great Lakes to reach the Main Lines of Canada's three transcontinentals at the east end of Lake Nipissing in ten hours' time.

BRIEF FACTS RE FRENCH RIVER IMPROVEMENT—NAVIGATION AND POWER.

(a) **The Government has completed exhaustive surveys, prepared detailed plans and revised estimates, making possible immediate resumption of the work** upon which has already been expended a considerable portion of the appropriation of $500,000 in the construction of Chaudiere Falls dam, which controls the water level of Lake Nipissing

(b) Lake Nipissing provides an immense summit reservoir with an area of 320 square miles and has a total drainage area of 4,077 square miles, largely consisting of forest reserve.

(c) Deep water protected harbors providing ample searoom for the largest lake carriers exist on the northern shoreline of **the lake at Cache Bay, Sturgeon Falls, North Bay and Callander,** and the three transcontinental railway systems serving these points have acquired miles of water frontage awaiting the completion of this waterway.

(d) The distance from Georgian Bay to the deep water of Lake Nipissing is 49 miles, and the distance from Georgian Bay to North Bay is 83 miles. **If the canal work which occurs mainly at the lock approaches were combined it would total only three quarters of a mile of actual canal work.** The steamer trip will occupy about 9 hours. The depth of water will be 22 ft. over **a surface of 350 ft. to 2,000 ft. wide, with less curvature than St** Mary's or St. Clair River.

(e) Three locks overcome the 69.5 foot fall between Lake Nipissing and Georgian Bay, at these points a total of 35,394 electrical horse power will be made available, this being calculated on the regulated low water development, and takes no account of increased energy possible by storage dams constructed on the various rivers emptying into Lake Nipissing.

(f) The three locks are so designed as to permit of locking through vessels up to 21 foot draft and 705 feet in length, thus accommodating the largest [illegible] on the Great Lakes.

(g) Dense fog is not only cause of delay but a menace to the safety of vessels on our Great Lakes. Georgian Bay, however, holds the record for only four days per month, the still clearer atmosphere of Lake Nipissing reducing this minimum to two or three days, at most, per month.

(h) The records show that Lake Nipissing is open to navigation 211 days each season without ice breakers. Records by the Montreal Harbor Commissioners show that the harbor is open 215 days each season. **Navigation on the French River waterway** will open earlier and will continue as late as, or even later than that on the "Sault" Canal. This is due to the control of lake **levels through the operation of the dams.**

(i) The report of Walter Shanly, C.E., on the entrance to **the mouth of the French shows it to be a suitable harbor entrance,** and later reports by other eminent engineers confirm this.

(j) The still water reaches created by the three power dams eliminates the dangers to navigation met with in the three to five mile currents prevalent in other navigable river stretches of the Great Lakes systems.

(k) The depth of the waterway will be 22 ft. and the average depths of water at the grain elevators and coal docks of the Great Lakes correspond with this as follows: Buffalo 21 ft.; Chicago 21 ft.; Cleveland, 17 ft.; Detroit, 20 ft.; Port McNichol 23 ft.; Duluth, 22 ft.; Depot Harbor, 21 ft.; Port Arthur, 21 ft.; Fort William 21 ft.; Port Colborne, 22 ft.

COAL CONSUMERS

French River Improvement will save the Ontario Government Railway alone $268,147.15 (1918) yearly. (126,300 tons at $2.12 per ton.) The Grand Trunk engines and the engines of Canada's other transcontinental, passing through North Bay, are all heavy consumers of coal.

SAVINGS ON COAL HAULAGE—WATER vs RAIL.

THE only section of Ontario which does not enjoy a direct water-borne coal rate or has its through haul on coal reduced, because of the competitive lake and rail coal rate, is the section of Northern Ontario, which will be benefited by this waterway. Three hundred miles is a long haul on coal, but when the haul is eight hundred miles to 1,000 miles, as it is to Abitibi Paper Mills, and the Canadian National Divisional points east of Cochrane, it becomes a condition which urgently requires action.

The statistics quoted below show that the saving on coal alone to this section (coal statistics do not include the Sudbury nickel District) **would in 15 years be equal to the total cost of the waterway which this section of Northern Ontario is requesting.** If the commodities (not including forest products) were added, the saving in 12 years would equal the cost of the waterway.

The present commercial coal rate from "Suspension Bridge" to North Bay is 2.40 cts. per ton. Coal from No. 8 Ohio Field or Pennsylvania costs 35 cts. per ton less to Erie ports for Lake shipment, then all rail to Buffalo for furtherence. The boat rate from Erie ports to Key Harbor at the mouth of the French average 40 cents per ton. 7½ cents extra is allowed for boat trips into North Bay. The T. & N. O. Railway coal is delivered by G. T. R. at 15 cents per ton less than commercial rating. C. P. R. bring their coal from Byng Inlet on Georgian Bay; C.N.R. from Key Harbor at mouth of French River.

SAVINGS ON COAL HAULAGE—WATER vs RAIL

Bituminous:	**Savings**	
T. & N. O. rate		
2. 25 less 47½ cts.+35 cts.=2 12		
126,330 tons of coal at 2 12½=..............	$268,451.15	
C. P. Ry. rate—¾ of 1.90+40 cts. - 47½=1.19		
131,092 tons at 1.19=........................	155,999.48	
C. N. O. R. rate—(same as C.P.R.)		
35,000 tons at 1.19=........................	41,650.00	
C. G. R. rate—(same as C.P.R.)		
46,800 tons at 1.19=	55,692.00	
Kippewa Fibre Co. rate		
2.40 47½ cts. = 1.92½+35 cts. = 2 27½		
60,000 tons at 2.27½=	136,500.00	
Mattagami Pulp & Paper Co		
40 000 tons at 2 27½=	91,000.00	
Spanish River Pulp & Paper Co rate—		
2.40 2.04-47½ cts. x 35 cts. = 2.47½		
20 000 tons at 2.47½=.......	49,500.00	
Various points along T. & N. O		
132,218 tons at 2 27½=	300,795.93	
		$1,099,588.56
Anthracite:		
North Bay Rate		
2.40-47½ cts. + 35 cts. =2.27		
25,000 tons at 2.27½=.....................	$56,875.00	
Mattawa		
1,500 tons at 2 27½=	3,412.50	
Sturgeon Falls		
6,000 tons at 2.47½=.......................	14,850.00	
Various points along T. & N. O.		
40,000 tons at 2.27½=.......................	91,000.00	166,137.50
(Savings) Grand Total.........		$1,265,726.06

The annual saving on water borne versus rail haul coal will be greater in 1919. In 1918 plants closed down or reduced on account of coal famine. This year plants like the Abitibi Paper mills doubled their coal consumption. This saving would reach nearly $2,000,000 per year by the time the waterway would be completed.

PHENOMENAL GROWTH OF TERRITORY SERVED BY FRENCH RIVER WATERWAY.

Area.

The total area to be benefited by water-borne traffic and cheap power comprises:—

District	Sq. Miles	Acres
Nipissing (Pt.) & Temiskaming	31,573	20,206,720
Parry Sound (Pt.)	1,156	739,840
Northern Quebec (Pt.)	4,906	3,119,840
Totals	37,635	24,066,400

RAPID INCREASE IN POPULATION.

The population of Nipissing District (including Temiskaming), which territory will mainly be served by this waterway, was given in the census of 1901 28,309; census 1911 74,130.

This is an increase of 170 per cent. during this ten-year period. No accurate figures are available since the last named census, but a conservative estimate would place it at 115,000, or an increase of over 300 per cent. in seventeen years. Nipissing and Temiskaming District is regarded as the fastest expanding area of the Dominion.

EDUCATIONAL GROWTH.

NO MORE CONCLUSIVE EVIDENCE CAN BE HAD OF THE CHARACTER OF THE CITIZENSHIP OF A COUNTRY OR NATION, OR THEIR SUBSTANTIAL PROGRESS THAN **THE DEVELOPMENT OF EDUCATION.**

School Population.	1903	1917
Urban	2,738	8,486
Rural Schools	2,385	7,199
Totals	5,123	15,685

Increase in urban school population 210 per cent

Increase in rural school population 202 per cent

	Expenditure on Schools for all purposes.	Total Value of Buildings.
1903	$ 22,475.57	$ 98,100.00
1917	146,515.86	801,300.00
Increase..........	$124,040.29	$703,200.00

Increase in Expenditure on Schools 552 per cent

Increase in Value of Buildings in fourteen years 717 per cent

THESE INCREASES RANGING FROM 202 PER CENT. IN SCHOOL POPULATION TO 717 PER CENT. IN VALUE OF SCHOOL PLANTS, INDICATES PROGRESS THAT HAS NOT BEEN EXCELLED IN THE SAME SPACE OF TIME IN CANADA.

DOMINION POSTAL REVENUE.

Only recent figures are available showing that revenues have reached $245,270 yearly (1918).

CUSTOMS DUTIES.

Imports. Only a part of the Customs duties accruing from the industrial development of Northern Ontario are represented in the present $1,000,000 yearly receipts at these Northern Ontario Customs' ports.

Due to the fact that the large mining, power and wholesale companies have their head offices at Toronto, Montreal, Buffalo, New York, etc., the clearances are frequently made at these points, or at the "Border." Were we to base the customs duties of this North Country on the average customs per capita throughout

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

Canada (and they are greater), they would amount to $2,134,400 last year (1918)

This section of Northern Ontario imports heavily, especially by way of the Buffalo Frontier, and a cheaper method is required for transporting imports and exports between Northern Ontario and Lake Erie ports

To get the right viewpoint we must remember that Canada last year purchased $82 worth of goods per person from the United States, and in doing so imported a larger percentage of United States exports **than the following nations combined:—**

China, Japan, Norway, Sweden, South Africa, India, Russia, Portugal, Mexico, Phillipines, Argentina, Australia, Belgium, Columbia, Denmark, Egypt and Brazil.

IF WE WERE TO DIVERT THE CUSTOMS FROM THIS TERRITORY TO LIQUIDATING THE COST OF THE WATERWAY AND POWER DEVELOPMENT, THE ENTIRE OUTLAY WOULD BE REIMBURSED TO THE DOMINION TREASURY IN EIGHT YEARS

Exports. The exports (from the area to be benefited by water borne traffic and cheap power) passing through Northern Custom's ports to United States points in the past five years are as follows:—

1914	$ 9,007,248
1915	18,939,181
1916	23,790,737
1917	26,953,010
1918	35,665,461

This does not, however, cover the exports which originate in the North Country, because silver in quantity is shipped to Delora and Welland for refining, and nickel matte is shipped for refining to Port Colborne since July 1918. It must also be remembered that Northern gold especially Hollinger, and silver bullion are both going to the Ottawa Mint

After figuring carefully on the nickel and copper matte; silver bullion; silver going forward for treatment, and gold output, we find that three items alone total $55,000,000, so that the total exports from the area to be benefitted by cheap power and water borne traffic **is close around $70,000,000 in 1918.**

We cannot find any place that this total production is assisted by the Dominion Government either through drawbacks on imports on raw materials, bonuses or **any other contrivances of** tariff In other words, while the extraction of these ores through concentrating, cyaniding and smelting is as much a manufacturing process as any other industry in Canada, **yet this is the first time that the Dominion Government has been asked to do anything to benefit this growing section, affording such a production.**

KNOWING AS WE DO THE DEVELOPMENT AT PRESENT UNDER WAY, AS REGARDS THE RICH GOLD AREAS, SILVER, AND NICKEL, TOGETHER WITH THE IMMENSE PULP AND PAPER MILLS JUST STARTING TO PRODUCE IT DOES NOT REQUIRE VISION TO SEE THAT THESE EXPORTS ARE GOING TO REACH $200,000,000 ANNUALLY—IT ONLY REQUIRES A KNOWLEDGE OF THE DEVELOPMENT GOING ON IN THIS SECTION ASKING FOR WATER BORNE TRAFFIC. IF IT HAS A PARALLEL IN CANADA, OR ANYTHING APPROACHING IT, WE FAIL TO FIND IT

COAL UNLOADING PLANT AND COAL DUMP

Water-borne traffic **and an up-to-date Coal Plant** such as shown here will reduce coal costs to the Government Railways and the C.P.R. by $521,792.63 annually on present consumption. Added to coal used at pulp mills, industrial concerns and private consumption, **the total saving on water-borne coal will be $1,265,726.06 annually.**

t Rail-
l con-

MINES AND MINING.

THE Canadian Pacific Railway in **1884** reached the vicinity of what is now Copper Cliff, and uncovered a body of ore which proved to be the neuclus of the richest nickel area in the world—Sudbury District. Some fourteen years later, it remained for the Temiskaming and Northern Ontario Railway making its uncertain way northward from North Bay, as a mere colonization road, to do the same for silver, at Cobalt, and soon gold at Porcupine and Kirkland Lake followed in its train. To-day these three areas are unsurpassed for the richness of their respective ores anywhere in the world

PRODUCTION AND POTENTIAL WEALTH

Twelve years ago there was not a single commercial shipment of ore from that section of Ontario north of North Bay, which will be specifically benefited by the French River waterway To-day, two hundred and twenty million dollars (**$220,000,000**) of gold and silver alone have been added to the actual wealth of Canada, and ninety million dollars (**$90,000,000**), have been paid to the owners in divdends. It is doubtful if this record has been surpassed anywhere in the world. The nickel area has given a total of two hundred and fifty million dollars ($250,000,000) since its discovery. Here are three small areas all within a radius of a hundred and fifty miles which have given to Canada almost half a billion dollars within fifteen years; **yet the surface of this great mineralized area has scarcely been scratched.** Untold values in these same minerals still lie uncovered in the thousands of square miles lying all quite accessible, along the lines of Canada's three transcontinental systems of railway. New discoveries of these minerals are **constantly** being made, but what is still more striking, actual finds have proven that this section of Ontario is rich in some of the rarest metals known to science as platinum, palladium, tungsten, molybdenum and barytes.

ONTARIO NOW PRODUCES 50 PER CENT. OF THE TOTAL MINERAL WEALTH OF CANADA. WHERE THEN IS THIS MINED IF NOT WITHIN THE CONFINES OF THE TERRITORY TO BE SERVED BY THE FRENCH RIVER WATERWAY?

NICKEL.

Expert engineers and geologists agree that the wealth of the Sudbury nickel area which requires the cheap power of French River is practically inexhaustible. The evidence given by the Managers of the operating companies before the Royal Ontario Nickel Commission show the tonnage in sight capable of economic treatment approaches 100,000,000 tons. Reliable diamond-drill firms tell us that they have now blocked out sufficient metal to pay the entire British debt of billions of dollars incurred in the Great War just closed, and further deductions from the same war assure us that the land that controls the nickel, rules and will rule the world. Fortunately Northern Ontario can do this for Canada and the Empire, but how can she produce the nickel without electrical power? Lacking this, her raw materials must lie dormant and undeveloped

That nickel production has been steadily increasing is evident from the following table. -

	Production in pounds	Value
1915	$ 68,168,920	$17,042,230
1916	82,600,000	20,685,564
1917	127,684,150	31,921,038
1918	129,798,660	32,449,665

CONIAGAS MINE, COBALT

This mine has paid $9,240,000 in dividends from 40 acres. Cobalt Silver mines 100 miles from the head of this waterway have paid $76,000,000 in dividends up to October 31, 1918

If Canada wants to increase her exports let Northern Ontario have her water-borne coal at $2.25 per ton less.

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

The total tonnage produced has been almost doubled in the past four years. With the advent of the huge plant of the British America Nickel Corporation before referred to this total should be largely increased. This is of course, altogether contingent upon an adequate supply of power and no obstacle should be placed in the way of so purely a British institution whose product must inure almost exclusively to the benefit of the Empire.

SILVER.

Cobalt has not only astonished this Continent, but its fame to-day is world wide. It was in the fall of 1903 that a chance act made the discovery. It has proven the richest camp of its kind in the world. Up to the present, the small area of four square miles has produced a total of **one hundred and seventy million dollars of silver.** The proverbial ten years lease of life has passed, even fifteen years have elapsed and still production goes on as strong as ever; a thousand feet in depth has been reached; fifteen hundred feet are passed, two thousand feet reached, and still the record yield per ton holds good.

The following statement of one of the typical mines of the Cobalt camp, which covers but **forty acres,** will indicate what the area has done in the way of returns:—

> Coniagas Mine has produced 26,000,000 ozs. of silver up to October 31st, 1918.
> It has paid out a total of $9,240,000 in dividends which is 231 per cent. of its entire capital of $4,000,000.

In the year 1913-1914, a drop in production occurred at the opening of the war due to complications in labor and reduction in the price of metal, but the figures thereafter reveal a steady increase, year by year. A remarkable fact, and one which will not readily find acceptance is that Cobalt has produced on an average two and a quarter tons of silver bullion for every day since the discovery was made.

Other promising fields, so far undeveloped, such as Elk Lake and Gowganda. Certain mines here compare favorably with those of Cobalt, the mineralized area is more extensive and with conveniences of transportation without doubt they will in a measure repeat the history of Cobalt.

GOLD

In prospecting for in other silver fields, native gold was unexpectedly discovered.

The following table shows the rapid development of the gold area.

	Value
1912	$ 2,114,086
1913	4,558,518
1914	5,529,767
1915	8,501,391
1916	10,339,259

Thus has production advanced by almost 400 per cent in four years. In eight years Hollinger alone has given almost $26,000,000 to the world, and the Porcupine field, $40,000,000, yet the camp is scarcely under way. A depth of over 1,200 feet has been reached in the Hollinger, one of the fastest developing, and richest mines in the world, and its percentage values are still maintained with depth.

HOLLINGER GOLD MINE

Porcupine—New Ontario

[illegible] gold mine [illegible] Empire but the greatest in the world. Has just completed its 8th year [illegible] has in sight at present [illegible]

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

The following statement indicates the phenomenal growth of the Hollinger Mine

1911	$ 46,082.52	Amt. brt. fwd.	$ 10,393,043.26
1912	933,682.00	1916	5,075,401.15
1913	2,488,022.58	1917	4,261,937.72
1914	2,719,354.47	1918	6,250,000.00
1915	4,205,901.69	Total	$25,978,383.13

Total dividends paid in this period—$9,178,000.00

Were we to compare the largest Porcupine gold mine with the largest South Africa gold mine we would find that Hollinger has blocked out $40,231,435 in the past eight years. The Modderstontein did not pay dividends for 16 years after starting production, and 23 years after starting actual mining had paid $12,247,250 as against Hollinger $9,178,000 in 9 years.

The area asking for French River improvement is not only the richest gold area in Canada, but in the whole world

Gold is widely distributed over Northern Ontario. New finds are constantly being brought to light. Kirkland Lake has sprung into prominence and bids fair to rival Porcupine, Boston Creek and Munro are fast developing into promising areas, and these along with Kowkash, Hurrican, Shining Tree, Lightning River and Matachewan which show excellent values, serve to prove how widely these rich ores are distributed, and to convince us that Canada, through its New Ontario mines will some day be the great gold producing area of the world. As it is, Ontario has reached an enviable position as the following figures show. This area to be benefited by the French River waterway and power developed at the locks is now producing

91 per cent. of the silver of Canada.

58 per cent. of the gold of Canada.

90 per cent. of the nickel of the world

Does such a territory, we would ask, **not deserve the fullest consideration?**

Water-borne coal means cheaper mining, concentrating, cyaniding, and also smelting, for there are some classes of sulphide ores which must be smelted, such as copper, iron and lead ores of the North, bearing good values in gold and silver, must lie dormant till met by water-borne coking-coal on the shores of Lake Nipissing

IRON.

If rapidity of national growth depends on the precious metals, the permanent and ultimate ascendency of a **modern nation** is founded upon the basic industries of iron and steel. The earlier a nation recognizes this, the surer and speedier its progress. Our almost limitless bodies of magnetic ore, stretching across Northern Ontario, less than 100 miles north of North Bay, are destined, therefore, to play a prominent part in the industrial future of Central Canada. American capital anticipating the ultimate depletion of the hematite of Messaba range, is now developing this range, and the near future will see operations resumed on an extensive scale in Atikokn, Michipicoten and Central Ontario magnetite and siderite ores. Nothing would contribute more readily to induce activity than the granting by the Federal Government of a 50 cts. per ton bonus. The experimental stage in the treatment of such ores is passed; encouragement in development alone is required

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

The development of the iron ore [illegible] tributary to the French River waterway will be an important factor in transportation. It may not be well known that notwithstanding the tremendous output of wheat from the West via the Great Lakes that only six per cent was wheat and other commodities. In 1918 94% was iron ore and coal. What then will our own development mean to the French River waterway. It will not only provide a return cargo to the smelters and steel plants of Midland, Hamilton, Welland and Toronto, but it will develop these basic industries and encourage home production of Canadian ores. This ore industry will be the next extensive development in Nipissing District when water borne traffic is provided to and from Lake Nipissing.

REAL.

rn cargo
Welland
and en
industry
District
npissing

Farms in New Ontario's 20,000,000 acre Clay Belt

Farming on the 20,000,000-acre belt of New Ontario along the Ontario Government Railway, often called the Ontario Prairies. Crops of wheat 40 bushels to the acre and of oats 100 bushels to the acre have been raised on this Clay Belt

WHAT FRENCH RIVER WATERWAY MEANS TO THE GREAT CLAY BELT OF NORTHERN ONTARIO AND NORTHERN QUEBEC.

I[illegible] **stability and permanence.** [illegible] **New Ontario.** [illegible] Canada. [illegible] and that of hay, clover and vegetables is unsurpassed anywhere.

[illegible] Temiskaming District [illegible] **12-pound cauliflowers,** [illegible]

Old Ontario is [illegible] the condition of the **struggling settler in the Clay Belt with his 500 mile rail haul** for wholesale supplies and [illegible]

However productive [illegible] REASONABLE RATES.

The greatest [illegible] in recent **years has undoubtedly been the Temiskaming and Northern Ontario**, now known as the Ontario Government Railway, and the French River waterway **will put the southern terminal of this railway on the Great Lakes water routes** and reduce the rail haul by half. With the advent of [illegible] mills will be [illegible] consumption [illegible]

Parry Sound District is noted for its dairy farming and vegetables. Elevators at the east end of Lake Nipissing would cause flour mills to be erected. **Cheap mill feeds are essential to successful mixed farming.**

COCHRANE

The Junction point of the [illegible] Railway with the Canadian National Railway situated in the Ontario Clay Belt [illegible] industries. Requires cheap water [illegible] its forest products to [illegible] United States markets.

Distance [illegible] scenic like skyline [illegible] 20,000,000 acre Clay Belt

WHAT FRENCH RIVER IMPROVEMENT WOULD MEAN TO THE LUMBER AND PULP INDUSTRY.

White, Red and Jackpine.

A COMPILATION from the records of the Crown Timber Agencies of the district shows that 1,000,000,000 feet of red and white pine timber has been taken off the waters tributary to Lake Nipissing in the past twenty-five years. We believe that the present estimate of 3,500,000,000 feet of timber yet available by drive and rail to Lake Nipissing on the territory we set forth as tributary to French River Waterway, including Temagami Forest Reserve, unsold Crown Townships and berths now under license is a **conservative estimate.**

Hardwoods

On the waters of Lake Nipissing, of the French and of the Pickerel, and the territory immediately adjacent thereto, all available for cheap barge transport, there are 150,000,000 feet of good hard woods, principally birch and maple, suitable for flooring and furniture making which the settlers (many of them in the Parry Sound District living twenty to thirty miles from a station) cannot haul to the railway, for after logging and hauling, the railway rates are not low enough to move this economically to a market.

Hemlock, Lumber and Ties.

On these portions of the French, of Lake Nipissing, and more especially the Pickerel, on territory which is **totally without rail transportation,** there is unquestionably the largest supply of standing hemlock in timber in the Province of Ontario today. This section of the country has been carefully cruised and there are 1,000,000 ties available and ties are urgently needed by our electric and steam railways today.

Basswood.

Good basswood exists in large quantities but no bulk estimate is available, none ever having been actually made.

Cedar.

Northern Ontario, north of North Bay, is the main source of supply for cedar poles for Hydro Electric throughout the Lake Erie, Ontario, Niagara section, and for the Bell Telephone Company and projected Hydro radials. Barge movement on poles and ties, etc., would cost approximately one-third of the rail rates on Grand Trunk Railway.

WHAT WILL THE SAVING PER THOUSAND BE ON LUMBER?

The average cost per thousand on lumber **by barge** from Georgian Bay ports to Detroit and Tonawanda wholesale market is $5 per thousand, or an average of 14 1/3 cents per cwt. The average **rail rate** from Cache Bay and Callander mills on Lake Nipissing to the wholesale markets of Tonawanda and Detroit is 20 1/3 cents per cwt., being a saving by water borne shipment of 6 cents if Georgian Bay ports are used as a comparison. A saving of 5 cents per cwt. would be a fair comparison, however, due to the fact that the boats will be a longer time in transit from Lake Nipissing.

At 3,500 pounds to the M feet this saving would be $1.75 per M. Assuming that 50 per cent of the foregoing estimate of

[illegible] Lake [illegible]

[illegible] balance being used locally) then the saving on water-borne traffic, either through water shipment or a water-borne competitive rate to the Grand Trunk and C.P.R. (the National has [illegible] via Capreol), would be $5,000,000 in [illegible].

WHAT WOULD BE THE SAVING ON PULPWOOD, PULP AND PAPER ?

It is in pulpwood products however, that the greatest **visible** saving by water-borne traffic is apparent. The timber is growing [illegible] and from years of experience it can be estimated [illegible], differing, therefore from the mining tonnage such as iron, copper and other minerals, which, although [illegible] the waterway will only show the benefit of water-borne traffic after their tonnage development is made possible by cheap [illegible], assisted by cheap power, such as will be developed at the three locks totalling 70 ft. head.

Spruce.

The area to be benefitted by water-borne traffic is at least 24,000,000 acres. Northern Ontario, north of North Bay, along the T. & N. O. and the Transcontinental east and west of Cochrane, is a pulpwood country. If the average cut per acre is put at 1½ cords (everyone will grant that it is low enough) this would mean 36,000,000 cords of wood, which will yield at least 20,000,000 tons of paper.

Chicago money is mainly interested in the big Abitibi mill, and the Metagami mill, and due to the fact that Chicago and Middle West offers the most remunerative markets, the movement of paper from the area to be benefitted is **mainly to Chicago.**

The rail rate on paper to Toronto from Lake Nipissing (Sturgeon Falls Mill) is 22½ cts., the Detroit rate 24½ cts. and the Chicago rate 29 cts. There is no Great Lakes tariff published on paper because individual arrangements are made, which depend on the location of the mills, because this governs the boat load factor. In normal years the Soo paper mills carried paper to Chicago by chartering a boat for the season at a cost of 5 cts. per cwt. When Port Arthur mills start shipping, then water rate to Chicago would likely be a 10 cent rate. Coal transport to North Bay will cost one-fifth of the present rail rate, but coal is admittedly different from paper, in that it is more easily taken on as a cargo, and more easily discharged. Let us then be absolutely fair, and say that the lake rate to a paper mill on the shore of Lake Nipissing (which is the point where we are comparing the rates) would be one-half of the present **average** rail rate to the point where this paper is moving to-day, and put the cost at 14 cts. per cwt. or $2.80 per ton. Allowing 30 cents for wharfage and handling, let us lower the figure to $2.50 per ton, which is surely low enough to avoid criticism.

The 20,000,000 tons of paper will not, however, move out water-borne, and this is due to the close season of navigation, as well as to Canadian demand and shipment to points not having lake rates or lake and rail rates; or lacking connecting facilities.

If we say that 50 per cent. of this paper will be shipped water-borne, we will find that this is exactly what will happen, although the Abitibi Mills say they will ship 75 per cent. THE SAVING, THEREFORE, ON THE 10,000,000 TONS OF PAPER at $2.50 PER TON WILL BE $25,000,000. This figure looks large, but it must be remembered that 4-5 of the Province of Ontario lies north of the French River, and Lake Superior, and that the **particular area benefited** is much larger than the whole Province

ABITIBI PULP AND PAPER CO. PLANT

The [illegible] pulp and paper mills operating in New Ontario. In order to successfully [illegible] cheap water [illegible] able to bring [illegible] from [illegible] Chicago, [illegible] and Detroit markets.

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL

of New Brunswick [illegible] Nova Scotia and eighteen times the size of Prince Edward Island [illegible], it is not surrounded by a Great Lakes system, like older Ontario, or Atlantic like the seaboard Provinces, or even an improved St. Lawrence River, such as flows through the centre of the Province of Quebec.

This waterway will, however, bring the Great Lakes up as close to that great section of country along the T. & N. O. Ry. and Cochrane and the Transcontinental as is possible, because it brings water-borne traffic to the terminals of the Ontario Government T. & N. O. Railway. The average haul of the Abitibi, Metagami, Kipewa Fibre, and Sturgeon Falls mills would then be 150 miles to reach Great Lakes shipping, which traffic increased 40 per cent. in ten years prior to the war.

Although only 50 per cent. of the exports of these mills have been computed, yet undoubtedly 80 per cent. of their imports (which are mainly coal), will come in by boat shipment. The present coal rate from Buffalo to North Bay is $2.40 per ton. The boat rate from Cleveland will be slightly under or over 50 cents per ton.

Coal for **lake movement** from No. 8 Ohio Feld or the Pennsylvania Field costs 35 cts. per ton less to Cleveland than to Buffalo or the Bridge for **all rail movement** north to these mills.

It is clearly evident, therefore, that coal will cost $2.25 a ton less to North Bay by boat than by rail. Allowing 25 cents per ton for the difference of the local rate from North Bay, compared to that part of the through rate, the Abitibi mills now using 60,000 tons of coal per year (and 100,000 next year, when the plant is completed), will save $200,000 per year. The Mattagami mills—40 miles from Cochrane, will save $80,000 per year, and beyond any doubt the total import saving to the nine mills now erected (including Kipewa Fibre Co., two others are contemplated, one at the Quinze Falls on the Ottawa, opposite Haileybury, and another at Spruce Falls, on the Kapuskasing), will be over $400,000 per year.

Assuming the average life of these mills at 25 years, in order to be low enough, the total imports savings will be at least $10,000,000, making the total value of the waterway to Northern Ontario Pulp Products $35,000,000.

It may be claimed that the direct benefit of cheap transport would not go to the settler for his wood, but rather to the mill owner. BUT IT IS CLEARLY EVIDENT THAT THE MILLS OF THE DISTRICT WILL HAVE TO MEET THE COMPETITIVE FIGURES THAT THE SETTLER COULD OBTAIN IF HIS **WOOD** COULD GO OUT BY BARGE SHIPMENT TO CANADIAN AND AMERICAN MILLS ON THE GREAT LAKES, AND WE CLAIM THAT THIS THEREFORE DISPOSES OF THIS CONTENTION.

SETTLERS EXPORT WOOD.

Settlers exported 63.207 cords of pulpwood from this section last year, but prior to the war settlers' wood from the Cochrane section of the "National" could not compete at Erie and Niagara mills with wood water borne from Knife River section of Minnesota between Fort William and Duluth, nor could they compete with wood from Anticosti Island to Thorold, Niagara and Erie mills via water because these boats always loaded Erie coal for Montreal and Quebec. Under regulation this Anticosti wood should have gone to Quebec mills. Nova Scotia coal found its market in Montreal, and settlers' wood have gone to Ontario mills. An-

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

The [illegible] of Northern Ontario's need for marketing pulpwood [illegible] both pulpwood and sulphide pulp to Niagara mills in quantity boats taking coal back [illegible] to Montreal and commodity [illegible] rate from there to [illegible].

THIS TOTAL VALUE OF THE WATERWAY TO THE FOREST PRODU[illegible] IN THE AREA BENEFITED DURING THE NEXT 25 YE[illegible]S WILL BE AT LEAST $40,000,000 WHICH ONLY APPROXIMATES ONE HALF OF THE EXPORTS FROM THIS BENEFITED AREA LAST YEAR, WHICH AMOUNTED TO $70,000,000.

The remedy for the great national economic waste which will within the next fifty years be paid out in **rail haul transportation** certainly does not lie in rates being regulated by the Railway Boards or Interstate Commerce Commissions—at least not to the extent it lies absolutely and solely in an improved FRENCH RIVER WATERWAY TO PROVIDE WATER BORNE TRAFFIC for these bulk commodities that the Railways cannot move at cheaper rates.

ASSOCIATED BOARDS OF TRADE ENDORSATION

THE FIFTY-SEVEN ASSOCIATED BOARDS OF TRADE OF ONTARIO HAVE SEVERAL TIMES ENDORSED FRENCH RIVER WATERWAY AND REQUESTED THE CABINET TO CONSTRUCT IT WITH ALL POSSIBLE SPEED, [illegible] THAT THE RICHEST SECTION OF CANADA IN NORTHERN ONTARIO WHERE DEVELOPMENT HAS JUST STARTED WOULD THEN BE AFFORDED GREAT LAKES TRAFFIC WHICH INCREASED 540 [illegible] IN TEN YEARS PRIOR TO THE WAR.

A TYPICAL VIEW OF

PICKEREL RIVER THREE MILES

[illegible] CANAL ROUTE. WATER SURFACE WILL BE RAISED [illegible]

REE MILES ABOVE ON LAKE
[illegible] "THE TRENCH" HAS WONDERFUL EXPANSES OF WATER—A DEEP, NATURAL WATERWAY

WILL THE LAKE BOATS FIND A SAFE WATERWAY?

THE improvement of the French River by the building of three dams at the same points as the three locks makes it a system of lake expansions well protected by its bold granite [illegible] sides [illegible] constructed dredged channels in open country. The banks of the wide waterway will provide permanent landmarks along the course, decidedly preferable to navigate by than a system of buoys.

The 34 miles across Lake Nipissing, from the head of French River to North Bay, requires deepening adjacent to the east power dam [illegible] and miles of harbor frontage are available with water 20 to 30 feet deep at the eastern end of Lake Nipissing, where the Transcontinental Railway Systems already **own miles of harbor frontage.**

The vessel route from the [illegible] of the French River would be mainly used [illegible] channel of Manitoulin Island, where the Dominion Government [illegible] completed improvements to permit of the largest vessels of the lakes using this waterway. On this route [illegible] will stand ahead in all sorts of weather with plenty of free board, avoiding "lying to" during storms of Georgian Bay. This route is now in use by the North [illegible] Navigation Steamship Line.

While the waterway will [illegible] part of the [illegible] going to Montreal [illegible] New York and Buffalo [illegible] demands [illegible] at Canadian lake ports. It may be noted, however, that on these protected waterways the mileage is less than the [illegible] from Chicago to North Bay [illegible] to Port McNicoll or Midland, and the rail haul from the east end of Lake Nipissing to Montreal.

[illegible]

[illegible] distance, where [illegible]

northern waters, and it is a condition which governs not only [illegible] but [illegible] and that is fog. The clearer atmosphere of the North Country has only two or three [illegible] in a month, which is an item of no mean importance, for the difficulty of navigating the crowded waterway of the Detroit River and its traffic of over 75,000,000 to 90,000,000 tons, even in clear weather, must be experienced in order to be appreciated fully.

Lake [illegible] coal [illegible] up to 6,500 tons capacity have for years [illegible] at the southern outlet of the French River at Key Harbor, and the waterway improved to permanent [illegible] will be found better than Key Harbor. [illegible] the waterway in its most restricted parts [illegible] the 40 [illegible] 50 [illegible] width and [illegible] curvature [illegible] the St. Mary's, St. Clair or Detroit Rivers. THEREFORE THE ROUTE AS A WHOLE PRESENTS NO OBSTACLE TO CHEAP TRANSPORTATION OR CHEAP INSURANCE ON VESSEL AND CARGO.

TO WHAT EXTENT DO THE RAILWAYS DOMINATE INLAND WATER-BORNE TRAFFIC?

On the continent the success of any waterway absolutely [illegible] the Railways [illegible] their direct [illegible] consists in [illegible] opening up [illegible] sections of ter-

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

[illegible] to water-borne transportation [illegible] tecting savings to the people and [illegible] Customs [illegible]

In Canada, water-borne transportation on the St. Lawrence, Lake Ontario and Lake Erie have reduced freight rates. The effect of this water-borne competition on bulk traffic was set forth clearly in the [illegible] "Western Rates Case."

The average Canadian railway rate per ton per mile in the normal year of 1912 was .757 cts. per ton mile, and average ton mile rate on Canadian Great Lakes traffic for that year was **.194 cts. per ton mile.** [illegible] of 194 cts., it might well be stated here for comparative purposes, that the rate per ton mile that year on ocean traffic was .112 cts. or $3.31 per ton from Montreal to Liverpool. As we are dealing with international waters the American rate of railway earnings should also be stated. This was 804 for the normal year of 1912, being higher because "Density of Traffic" was then 70 per cent higher on American roads. As this report deals with earnings - lake and rail - it should be borne in mind that for every dollar earned in passenger traffic on Canadian railways $2.60 was earned from freight traffic [illegible]

Another [illegible] and through the S[illegible] the average length of [illegible] Canal is 840 miles, which is 3 1-7 times the average freight haul on the Canadian Railways.

IF WATER BORNE TRAFFIC IS CHEAPER, ARE THE RATES FIXED OR CONTROLLED?

[illegible] and lighthouses [illegible]

It is free for anyone to use in transportation and in **theory** it is absolutely open to competition, and admittedly there is competition in the bulk trade. In **fact** there is no competition in the carrying of general merchandise freight for this freight requires a special type of steamer and this type of steamer on the Great Lakes is entirely owned by the railroads themselves. Independent capital has not built that type of steamer because the railroads have in the past either originated and routed the traffic or so framed their rates that independent steamers could not handle it. That competition is free and open as to bulk freight on the Great Lakes, is shown in the competitive rates on grain, ore and coal from Duluth to Buffalo at about **one-eighth the railroad rate** for the same haul.

It is necessary to keep in mind that the rates charged from Western Canada on Transcontinental freight are based upon the rates charged by American Railways on Transcontinental traffic originating at Chicago. To the class rates from Chicago are added certain arbitraries to cover the haul east thereof from points in eastern Canada.

[illegible] Lake [illegible] make joint rates [illegible] the base [illegible] the same rates to Fort William or Port Arthur as [illegible] lines do on traffic [illegible]. Although from December to the end of April the Lake route is closed, yet it is contended by the railways that its competitive effect is pervasive throughout the year, for goods [illegible] during the navigation season to the Head of the Lakes [illegible] warehoused and shipped out to the prairie section from time to time during the winter.

[illegible] Duluth [illegible] Representative Mr. [illegible]

"Since the [illegible] constructed the first lock [illegible] Falls of St. Mary's in 1855, there has

> moved from Lake Superior to the East a total of 3,500,000,000 bushels of grain. The bulk of grain has in the past been moved from Duluth and other Head of the Lake ports to Buffalo, and assuming a fair rate in past normal years of 1 1-4 cts. per bushel from Duluth to Buffalo, and comparing this with the rail rate which was 12 cts. per bushel, the saving on the aforesaid amount of grain, at even 10 cts. per bushel would amount to $350,000,000 on grain alone out of one lake alone saved to the growers."

The Great Lakes are, however, international and traffic is not controlled either by the Dominion Railway Board, or the Interstate Commerce Commission, so that there was no authority to stay the raise of 100 per cent. on the Great Lakes grain rate between 1909 and 1913. HOWEVER, NOT ONLY HAS WATER-BORNE TRAFFIC BENEFITED AMERICAN AND CANADIAN TERRITORY WEST OF THE HEAD OF THE LAKES BUT IT CAN TRUTHFULLY BE SAID THAT IT HAS MADE THE WEST POSSIBLE BY ASSISTING IN CHEAP TRANSPORTATION OF CANADIAN WHEAT REACHING THE WORLD'S MARKETS.

WHAT DOES TRAFFIC ON THE GREAT LAKES CONSIST OF?

To get some idea of what the Great Lakes mean to this Continent, we should state that the total freight movement in 1918 was 107,135,242 tons of ore, coal and grain. The grain movement totaled 245,302,954 bushels. In October 4,855,669 tons of coal were moved, breaking all former records.

In 1918, 94 per cent. of the traffic passing through the Soo Canal was iron ore and coal—the balance was wheat and other commodities. **This volume of traffic would not be on the Lakes at all** were it not for the Mesaba Range hematite ore, and is due to ore and coal boats plying from "Duluth and Two Harbors" to smelters and steel plants, whose Lake harbors are Erie coal ports; nor does the traffic through the Soo Canal account for all this iron ore traffic as it does not take into account 20 per cent to 25 per cent. of the total ore that is rail-hauled across the Peninsula and reaches South Chicago and Gary.

AS IS STATED ELSEWHERE IN THIS REPORT CANADA MUST DEVELOP HER OWN IRON MINES, EVEN IF THEY ARE NOT HIGH-GRADE HEMATITE ORE. CANADA MUST BUILD UP THE BASIC INDUSTRY OF IRON AND STEEL FROM HER OWN ORE CONTIGUOUS TO THE GREAT LAKES AND THEREBY DEVELOP RETURN CARGOES AND SHIPPING.

HOW MUCH DOES IT COST TO TAKE A BUSHEL OF WHEAT FROM THE COUNTRY ELEVATORS IN THE WEST TO LIVERPOOL?

As New Ontario's waterway also provides Canada with a grain route, its merits as such must be dealt with versus other routings, and then as to whether it will divert part of the 66 2-3 per cent. grain flow going to American Ocean Ports. The Grain Growers' Commission shows costs of 34.5 cts. per bushel from the Country elevators to Liverpool in the normal year of 1913 made up as follows:

The Country Elevator Owner;

For receiving, weighing, elevating (when possible), spouting, insuring against fire, storing for first 15 days, and loading into car 1¾ cts

(For subsequent storages and insurance, if any, [illegible] cts per bushel per month) (No charge)

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

The Railway Company;

For hauling [illegible] to Winnipeg a distance of from 641 to 1,086 miles 9.6 cts. to 14.4 cts. per bus. On the avg. say ... 12 cts.

For Hauling from a Georgian Bay Port or Port Colborne to Montreal ... 4½ cts.

(This is [illegible] rate [illegible] charges at [illegible] have been deducted.)

The Dominion Government:

For grading and inspecting at Winnipeg, 50 cts. per car. For cargo [illegible] Fort William 50 cts. per 1000 bushels. For cargo weighing out of Fort William, 30 cts. per 1,000 bushels .... 4 25 cts

The Commission Merchant:

For selling wheat on the Winnipeg Grain Exchange [illegible] per bushel and export charges [illegible] ... 1 [illegible]

The Terminal Elevator Owner:

For receiving, elevating, cleaning, [illegible] insurance against fire and storage [illegible] ... [illegible]

The Bank;

Interest and exchange on money supplied to [illegible] ... 2% [illegible]

Interest on money supplied [illegible] the exporting of the wheat [illegible] say 2 [illegible] ... 17 [illegible]

The Lake Steamship Company;

For carrying wheat from Fort William or Pt. Arthur To Georgian Bay ports or Port Colborne, October or November charters ... 2 cts.

(This rate increased 100 per cent. between 1909 and 1913.)

The Transfer Elevator Company;

For elevation from vessel to cars at Georgian Bay, or Lake Erie Port, and 15 or 30 days for storage of export grain .... 1.4 cts.

For transfer from railway car to ocean vessel at Montreal and 20 days free storage .... 9 10 cts.

The Ocean Steamship Company;

For carrying wheat from Montreal to Liverpool, London or Glasgow .... 7 [illegible]

(On the basis of November 1912, freight rates. May, June, July and August rates were higher in 1913.)

Rates increased 87½ per cent. between 1909 and 1913.

Marine Insurance;

For insurance while on Great Lakes, average [illegible] first and second class boats [illegible] September and November shipments of lower Lake Ports .... 14 25 cts.

Insurance while on Atlantic ... 2 5 [illegible]

Sundry Charges;

Insurance against fire while in eastern transfer elevators [illegible] Europe to Canada [illegible] certificates, etc. .... 1 cent

Being 34½ cts. per bushel from the interior elevators to Liverpool ... 34½ cts.

WHAT PERCENTAGE OF OUR CANADIAN GRAIN IS CARRIED IN AMERICAN VESSELS?

THE following statistics were compiled by the Royal Commission 1916 through the courtesy of the Board of Grain Commissioners, and show exactly the type of vessels carrying Canadian grain from Fort William- Port Arthur, season of navigation, 1913: –

Registered Tonnage Between	Number of Vessels	Amount carried Short tons	Percentage of total carried
Canadian Vessels:			
1— 1,000	15	111,145	4.10
1,000— 2,000	67	1,582,673	58.45
2,000— 3,000	11	429,386	15.85
3,000—4,000	1	120,720	4.46
4,000—5,000	5	463,891	17.13
[illegible]			
TOTAL	99	2,707,715 (Canadian)	100.09
United States Vessels:			
1— 1,000			
1,000— 2,000	25	228,636	8.91
2,000— 3,000	17	267,075	10.41
3,000— 4,000	74	935,165	36.46
4,000— 5,000	38	596,313	23.24
5,000— 6,000	31	513,336	20.00
6,000— over	2	25,052	0.98
TOTAL	187	2,565,880 (American)	100.00

There is food for thought in the fact that while 50 per cent. of our grain is carried in American vessels, our vessels only carry 1 per cent. of theirs.

The majority of the U. S. vessels only made one trip while one Canadian vessel made as many as twenty-eight trips to Georgian Bay Ports. IN OCTOBER, NOVEMBER AND THE EARLY PART OF DECEMBER, SHIPMENTS (DIRECT ALL WATER TO MONTREAL) FALL OFF AND THE BOATS DOUBLED UP ON THEIR SHORTER ROUTES TO GEORGIAN BAY. THE RESULT WAS THAT GEORGIAN BAY PORTS RECEIVED 52% OF THE TOTAL TONNAGE ORIGINATING AT CANADIAN PORTS. HOW CAN OUR CANADIAN PERCENTAGE BE STILL FURTHER INCREASED?

THE URGENCY OF THIS WHEAT DESPATCH IN THE FALL SEASON THEREFORE NECESSITATES EITHER MORE RAILWAYS BEING BUILT DOWN TO GEORGIAN BAY, OR THREE LOCKS BETWEEN GEORGIAN BAY AND NORTH BAY WHERE THESE MAIN LINE TRANSCONTINENTALS TOUCH THE EAST END OF LAKE NIPISSING EN ROUTE TO MONTREAL.

WILL THE RAILWAYS USE THE WATERWAY AND HELP MAKE IT A COMMERCIAL SUCCESS?

Competition by the Erie Canal, the Mississippi, Missouri and several other American waterways having been eliminated by the Railways (especially the Erie Canal where way-freight is 3.3 times the through freight), the attached letter from the C.P.R., in favor of French River Improvement stamps approval of this waterway by a man whose judgment and business ability is unquestioned across Canada from **Ocean to Ocean.**

THE W. GRANT MORDEN (CANADIAN) UNLOADING AT COAL DOCKS

Largest vessel on the Great Lakes, 604 ft. length by 59 ft. beam. This vessel will have no difficulty in navigating the French River waterway. As [illegible] the picture of unloading, we may add that the steel frames of the unloading plant are not part of this coal and grain boat.

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

THE CANADIAN PACIFIC RAILWAY COMPANY

Office of the President.
Montreal, Nov. 18th, 1913.

Dear Sir:—

"The subject mentioned in yours of yesterday is not a new one to me by any means, as I pressed the project on the Government as forcibly as I could, upwards of ten years ago.

"If the French River route had been opened to North Bay, as it should have been, we would not have built our line from Pt. McNichol east, because it would have been better to have double-tracked the line between North Bay and Montreal. As it is our grain route is now by way of Port McNichol, but with the growth of Western Canada, no doubt there will be traffic for the French River route also, if the requisite work be done.

Yours truly.
T. J. Shaughnessy,
President.

Cecil T. Young, Esq.,
Chairman, French River Improvement Committee,
North Bay, Ont."

President Chamberlain, of the Grand Trunk in a letter dated the same year, stated that they did not expect to dispose of their Harbor Lands at the east end of Lake Nipissing, for with the construction of the waterway they would require them for loading facilities and other purposes.

Chairman Englehart, who has so successfully managed the T. & N. O. Railway, owned and operated by the Ontario Government, has frequently stated his ardent desire to have the terminals of this greatest mining and colonization railway in Eastern Canada, afforded direct shipping communication with the Great Lakes.

The former owners of the C. N. R. felt that three locks in the French River were vital to the C. N. R. grain trade, and an expression of opinion from President Hanna, Vice-Presidents Mitchell and MacLeod, and the Directors would now, we presume, be given direct to the Cabinet. Parliament has, however, unanimously passed $500,000, only a portion of which was used prior to the war in construction of the first power storage dam at the outlet of Lake Nipissing.

RECENT STRONG ENDORSATION FROM SIR GEORGE BURY.

More than a quarter of a century ago I strongly worked for the making of French River navigable for large steamers. I believed then, and still more now that North Bay is the logical eastern lake port for the North-west.

Letter dated 2 March, 1919.

ONTARIO GOVERNMENT SUPPORT

Premier Hearst, and Hon. Howard Ferguson, the Minister of Lands and Mines for Ontario, have advised the Dominion Cabinet that the immense growth and production of Northern Ontario demands the construction of the waterway and the 26,000 cheap power generated at the locks.

HOW MUCH AMERICAN GRAIN ARE GEORGIAN BAY ELEVATORS HANDLING?

This year (1918) there is an abnormal tonnage in the Georgian Bay elevators and particularly in winter storage afloat in one harbor alone, (Midland), there being 82 boats on December 20th. This quantity is close around 20,000,000 bushels—over half

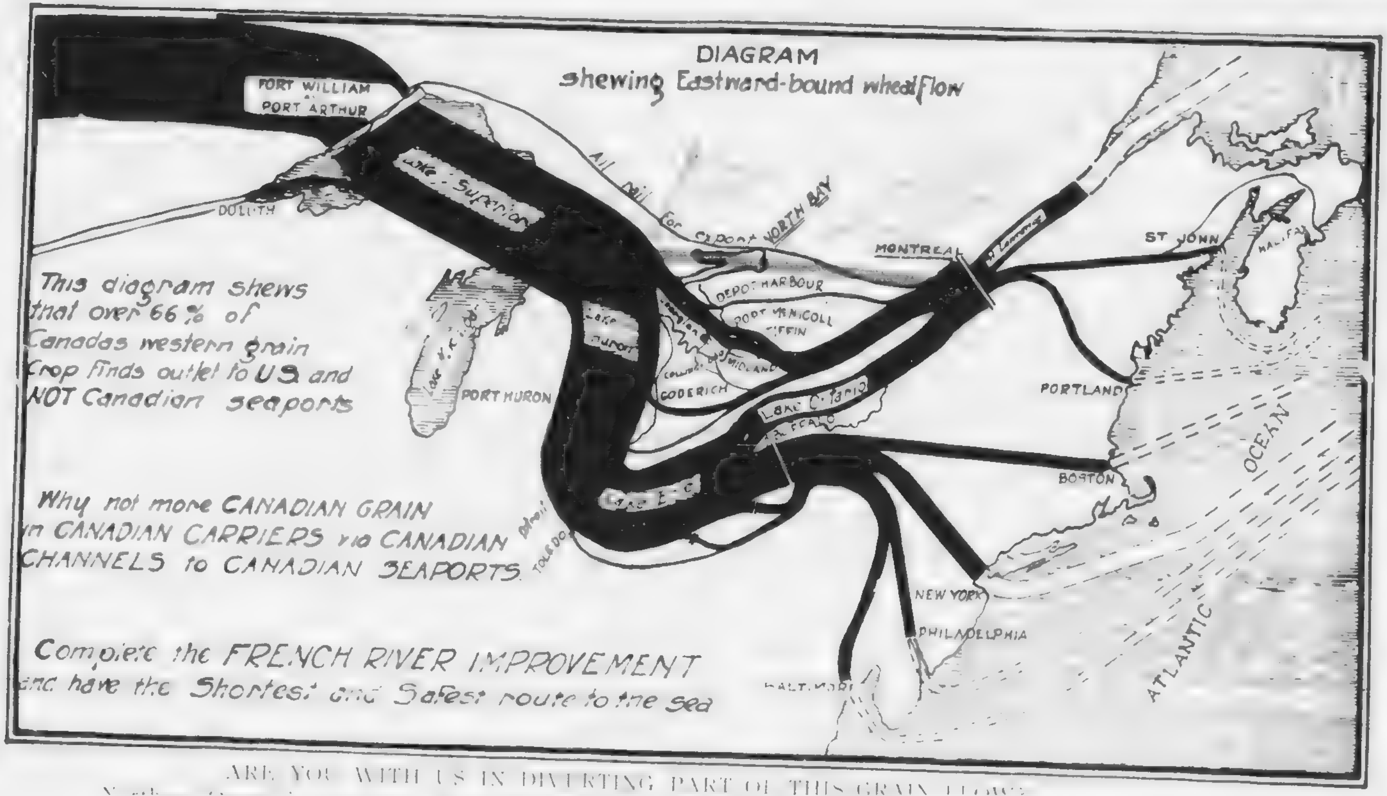


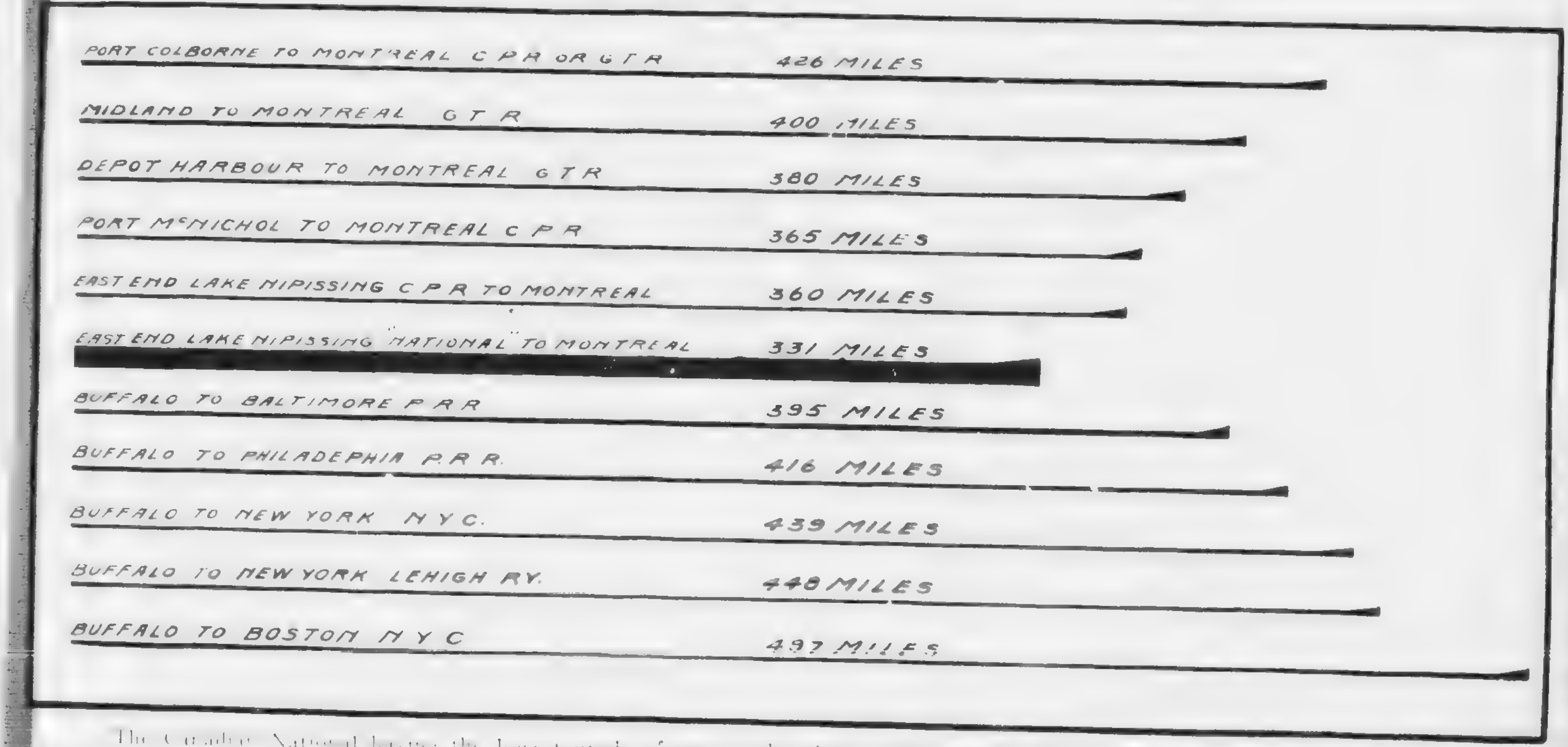
DIAGRAM
shewing Eastward-bound wheat flow
PORT WILLIAM & PORT ARTHUR
DULUTH
Lake Superior
All rail for export
NORTH BAY
MONTREAL
St Lawrence
ST JOHN
HALIFAX
DEPOT HARBOUR
PORT McNICOLL
TIFFIN
MIDLAND
COLLINGWOOD
GODERICH
Lake Huron
Lake Michigan
PORT HURON
Lake Ontario
BUFFALO
Lake Erie
Detroit
TOLEDO
PORTLAND
BOSTON
NEW YORK
PHILADELPHIA
BALTIMORE
ATLANTIC OCEAN
This diagram shews that over 66% of Canadas western grain crop finds outlet to U.S. and NOT Canadian seaports
Why not more CANADIAN GRAIN in CANADIAN CARRIERS via CANADIAN CHANNELS to CANADIAN SEAPORTS
Complete the FRENCH RIVER IMPROVEMENT and have the Shortest and Safest route to the sea

ARE YOU WITH US IN DIVERTING PART OF THIS GRAIN FLOW?

Northern Ontario's waterway by letting grain in from Georgian Bay to Canada's three main line transcontinentals will divert a large part of this American grain flow. Georgian Bay ports are now handling 50 per cent of the total Canadian Lake trade. In the last four normal years prior to the war wheat shipments from the Head of the Lakes to American ports increased nearly five times as much to American as to Canadian lower lake ports. American vessels carried 50 per cent of our Canadian grain, while our vessels only carried 1 per cent of theirs. **Why not change these conditions?**

The Canadian National will have the shortest "Great Lakes to the Ocean" grain line in America (as shown by this diagram), when ench River is improved.

Please study these two charts carefully—they mean a lot to Canada.



The Canadian National having the lowest grade of any of the above grain roads and being 108 miles shorter (equivalent to 2 cts. bushel) than the N.Y.C. four track line, America's greatest grain line, the "National" will not only successfully compete and provide nnage for its Allied ocean liners, but due to shorter mileage, will earn more per ton mile than any of the above grain roads.

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

of which is American grain. From September 1st to December 12th these Georgian Bay ports received 28,880,590 bushels of American [illegible] Canadian [illegible] to [illegible] handling American [illegible] at Georgian Bay and Upper Lake Huron ports [illegible] Canadian [illegible] Port Colborne elevators.

American grain shipments [illegible] Head of the Lakes [illegible] the Canadian West are going to [illegible]

due to lack of [illegible] accommodation. Next season will [illegible] Canadian Lake bottoms.

In the normal year under review (1913) the **Georgian Bay ports received 12,032,000 bushels of American corn and oats, being 80 per cent. of a total of 15,272,000 bushels** shipped water-borne to all Canadian Great Lake ports.

The same vessels could handle out of Fort William and Port Arthur as much grain in ten days as the C.P.R. can handle east from Port McNicoll in close season of navigation. SIMPLY ANOTHER FACT IN FAVOR OF LETTING THE GRAIN INTO EAST NIPISSING TO THE **MAIN LINE TRANSCONTINENTALS** WITH GOOD EAST BOUND GRADES TO MONTREAL.

EAL.

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FRENCH

FRENCH RIVER AT THE HORSESHOE. WATER SURFACE TO BE RAISED SIX FEET BY PO

EFT BY POWER LOCK. FULL SPEED AHEAD FOR 30 MILES BETWEEN THESE TWO LOCKS

WHY ARE GEORGIAN BAY PORTS SO SUCCESSFUL?

GEORGIAN BAY LAKE HURON PORTS, RECEIVED MORE TONNAGE FROM CANADIAN BOTTOMS IN THE NORMAL YEAR OF 1913, THAN THE COMBINED PORTS ON LAKE ERIE, LAKE ONTARIO, LAKE MICHIGAN AND RIVER ST. LAWRENCE. (In setting forth the reasons the reader will keep in mind that there is room for all Canadian routes, more are needed.)

The wheat rate is the same from the head of the Lakes to Lake Erie ports as it is to Georgian Bay ports, which means that in normal years (take November, 1912), the earnings of a wheat boat from the Head of the Lakes to Buffalo were .150c. per ton mile, and to Georgian Bay .259c., while the earnings to Montreal were .193c. If a boat plying to Erie ports tied up to take on coal for return cargo (which means longer time also in transit and delay in discharging), she only earns .046c. per ton mile on the 30 cts. per ton coal haul of normal years to the Head of the Lakes.

We stated that 2,565,880 tons of Canadian grain were carried in U. S. vessels, almost entirely to Erie ports. When we now say that the U. S. vessels carried 3,609,496 tons of Erie coal to the Canadian Head of the Lakes we must add that only occasionally did the American vessel which brought coal, return with wheat, instead these ore vessels sailed light to Duluth and Two Harbors and loaded ore for Cleveland, **which was their actual business.** The normal years' rate on ore 55 cts. per ton means .063 per ton mile Duluth to Cleveland, compared with 30 cts. coal rate Erie to Head of the Lakes, which works out .046c. per ton mile. An ore vessel returning light can make thirty round trips in a season between Superior and Cleveland. If it takes back coal it can make twenty round trips. A 600 foot ore boat with 9 foot hatches can be loaded from modern ore docks on Lake Superior in two hours, and unloaded in from five to eight hours, at Lake Erie ports. Such a boat is operated at a speed of eleven to twelve miles an hour, and with a coal consumption of 5 pounds for each 100 ton mile, which is about one quarter of the consumption required for the performance of the same haul by railway.

IS THE RAIL HAUL RATE FROM GEORGIAN BAY TO MONTREAL MORE THAN FROM PORT COLBORNE TO MONTREAL?

In case the reader now thinks that probably it costs more to rail haul east from Georgian Bay, let him be assured that the **rail haul rate** is the same from there to Montreal, as from Port Colborne or Lake Erie to Montreal, and not only more remunerative per ton mile, but quicker despatch. We are not forgetting the milling at Port Colborne, but at present we are dealing with wheat.

Another fact probably not generally known is that LESS THAN HALF OF THE BOATS THAT GO EAST WITH WHEAT RETURN WITH COAL. WHY?

Georgian Bay boats carrying as they did 52 per cent of the total traffic originating at Canadian ports, nearly all run back with light tonnage to the Head of the Lakes. St. Lawrence Canal boats from Montreal generally had return commodity cargoes and are fitted for this rather than a coal cargo. Lake Ontario boats and the large steamers discharging at Pt. Colborne do, however, take coal as return cargo and the .046 cts.

per ton mile earnings on coal **approximates the return sailing costs.** These larger Erie boats account for 64.11 per cent of the coal hauled by the **Canadian** vessels which immediately load grain, while 11.10 per cent. of the coal hauled was by U.S. vessels which loaded grain—generally being a November trip at the close of the ore trade.

The reader may wonder why boats taking coal to the Head of the Lakes sail light to Duluth to take ore to Cleveland at .063 cts. per ton mile, while the wheat rate to Buffalo carried a remuneration of .150 cts. The answer is that **they are ore boats,** earning a steady daily income, not possible in the fluctuating wheat traffic, until we right the dumping of wheat at slaughter prices during the fall peak load movement.

DOES INSURANCE DIVERT THE GRAIN FLOW?

It is claimed that Lake and Ocean insurance favors New York.

In so far as ocean business is concerned the normal rate from either New York or Montreal is only equivalent to one-quarter of a cent per bushel, therefore ocean insurance is not deflecting wheat. We will not say that it is not an added factor on grain costs from Lake Erie to Montreal by vessel for the normal rate from the Head of the Lakes to foot of Erie is ¾ per cent and has 1 per cent added to it for insurance through Welland locks and across Lake Ontario and an additional 1 per cent from Ogdensburg to Montreal.

DOES TIME IN TRANSIT AFFECT FLOW?

Considering that there are 73 miles of lockages in the 1,286 miles to Chicago to Montreal (Duluth 1,357) and that the present Welland Canal alone takes around fourteen hours lockage it is remarkable that during the summer season much American grain goes all water to Montreal. Control by consolidated shipping (Canada Steamship Lines), limiting the number of their boats on the route, and their ocean lines originating the commodity and package freight for the upper lake ports makes their traffic remunerative.

WILL NEW WELLAND ASSIST ?

The present merit of the New Welland is the commercial advantage it affords to cities like Toronto, Hamilton and others, because steel industries, smelters, shipbuilding, etc., must have deep draft water communication out to the Great Lakes, thereby benefitting the West as well as the East.

Lake Ontario elevators (both American and Canadian) will during the middle summer season get their share of any of the 66% of Canadian grain now going via Buffalo, which the New Welland may divert, but in the **fall rush season** when boats earn more money doubling and tripling up on their trips to Georgian Bay ports then the increased earnings per ton mile in the shape of dividends yearly diverts the wheat flow.

Whatever the total effect of the New Welland will be, one thing is certain, Lake Ontario cities were enabled to get deep draft water outlet to the Great Lakes where the freight tonnage passing Detroit in seven months is greater than the aggregate of all the cargoes borne by all the ships in the world every twelve months. Northern Ontario needs the same outlet exactly, and the section benefitted by French River waterway is backed by a record of mining tonnage development unequalled in Canada, and 50 years will not exhaust the paper and pulp shipments that will go water borne to Chicago, Buffalo and Detroit.

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

WOULD AN OSWEGO CANAL FURTHER DIVERT OUR WHEAT TO NEW YORK?

If the mooted waterway from Oswego down the Hudson 22 ft draft as an outlet for wheat should be constructed by Congress (which is not improbable), it is extremely doubtful if it will be as successful as appears on the surface.

One of the drawbacks will be the load factor for the one return cargo that wheat boats can take on and discharge within economic time is coal. It is evident they could take on that westbound coal at Cleveland to greater advantage due to lower rail rate than at any other point.

The anthracite rate from the mines to Oswego this year was 2.54, and to haul soft coal to New York or Oswego would be cross hauling on westbound lake coal. If a rate to Lake Ontario were quoted for lake cargo westbound it would doubtless cost 50 per cent. more than the rate from Pittsburg and No 8 Ohio Fields to Lake Erie, which including loading into vessel, is this year $1.33 per net ton. For instance, the coal rate from Erie Ports on soft coal to the Head of the Lakes this year is 48 cts per ton, whereas the rate from Oswego on anthracite ranges from $1 to $1.25, therefore it will not move from the ports bearing the high rate.

COULD WE LOWER WHEAT COSTS IF OCEAN BOATS CARRIED GRAIN FROM THE HEAD OF THE LAKES TO LIVERPOOL, WERE A DEEP WATERWAY PROVIDED?

Northern Ontario is not raising the question of the merits or demerits of any other projected waterway—even the proposed deep waterway to the ocean, via the St. Lawrence, which would doubtless take fifteen years to complete.

Customs revenue from the area to be benefitted by French River Improvement, cheap power and water-borne traffic, which statistics are quoted herein, together with the sale of power produced at the locks (total head 70 ft.) **will have paid for this waterway ere the other could possibly be completed.**

Without stating the benefits that would doubtless accrue 15 years hence to both nations from a projected deep waterway to the ocean, we will all meet on common ground when we say that insofar as Great Lakes **wheat** vessels of the type of the "James Carruthers," which went down in the storm of November 1913, are concerned, **THEY WILL NEVER PLY THE OCEAN.** It is just as improbable that the salt water tars of the ocean liner which carries grain cheaper than tramps, will ever be required to navigate the inland waterways of any country. The twenty knot, three-deck vessels, with high speed engines, heavy boilers and therefore less net registered tonnage could not navigate the numerous locks and compete commercially against the lake boat design. As long as the union wages on inland waters are 100 per cent. greater than the ocean, and wheat bulk can be broken "alongside" or from the elevators for less than a quarter of a cent per bushel, the manifest of the cheapest ocean wheat carrier (combination liner), will bear the name of an ocean port and under one of the four conferences, sail on schedule.

MORE CANADIAN GRAIN ROUTES ARE REQUIRED TO DIVERT THE 66 PER CENT. FLOW TO AMERICAN PORTS.

HAS AMERICAN FINANCING ANYTHING TO DO WITH WHEAT GOING TO THE AMERICAN-ATLANTIC PORTS?

IN THE FOUR NORMAL YEARS PRIOR TO 1913 THE WHEAT SHIPMENTS FROM THE HEAD OF THE LAKES TO THE LOWER CANADIAN PORTS INCREASED 40%, WHILE THE SHIPPING TO THE LOWER AMERICAN PORTS INCREASED 180%. Now this is something for the Canadians to think over. This waterway we propose is not an attempt to stop this flow, but we do intend to divert part of it via the Canadian National Railway to Montreal. It is necessary to continue studying these causes step by step, if we are going to keep this trade in Canadian channels. Elevator accomodation, and American financing have something to do with two-thirds of our wheat going to American ports, for brokers must take elevator **accomodation where they can find it, and frequently it absolutely governs the routing.**

It is a most significant fact that Buffalo has 25,000,000 bushel elevator accommodation and that there is also 15,000,000 bushel capacity in the elevators between Buffalo and Detroit making 40,000,000 all told. Georgian Bay, and the upper end of Lake Huron has elevator accommodation of 10,000,000 bushels, and were it not for the efficiency of the C. P. R. and the G. T. R., east bound from Port McNicoll and Midland this accommodation would be altogether too small.

In examining into the causes as to why Canadian grain goes via Buffalo and does not go ahead water borne to Montreal, we find **that Canadian grain is nearly always paying higher rates to American Atlantic Ports than to Montreal.**

A DEFINITE REASON WHY CANADIAN WHEAT IS GOING TO NEW YORK instead of to Montreal is the want of sufficient cheap money to carry over at internal elevators in the West a goodly percentage of the wheat that is marketed in the fall.

When the farmer thrashes his wheat he is forced to sell to pay up his short term notes at the bank; collectively these farmers simply slaughter. Railways put on power and rolling stock, on which millions of dollars have been expended, for this especial occasion. American grain dealers buy at the lowest price of the year. 72 per cent. (1913-1914) of the Western crop is "highballed" to the Head of the Lakes. **Train crews are** rushed in winter, when engines freeze up and lose their efficiency; and in summer, when the hauling is good, those men will be found out of jobs at the divisional points. Canadian Lake boats practically idle in June, July, August and September, because we have no ore trade, and that one-half of **Canada's meagre 8 per cent** share of Great Lakes traffic is lost in the rush to American grain boats plying to American Erie ports in October, November and December.

The American grain brokers then move the wheat on more slowly from Erie elevators or winter storage afloat to American Atlantic ports, filling the steady European demand. No. 1 hard wheat is cash at ex-lake ports, but if call money is up a fraction, then Canadian call money (liquid assets) sent to New York by our Canadian banks always assists in easing the ready money market, and thereby helps the American Wall Street grain broker to finance this Canadian grain to American ports.

Economically this grain should be stored in greater quan

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

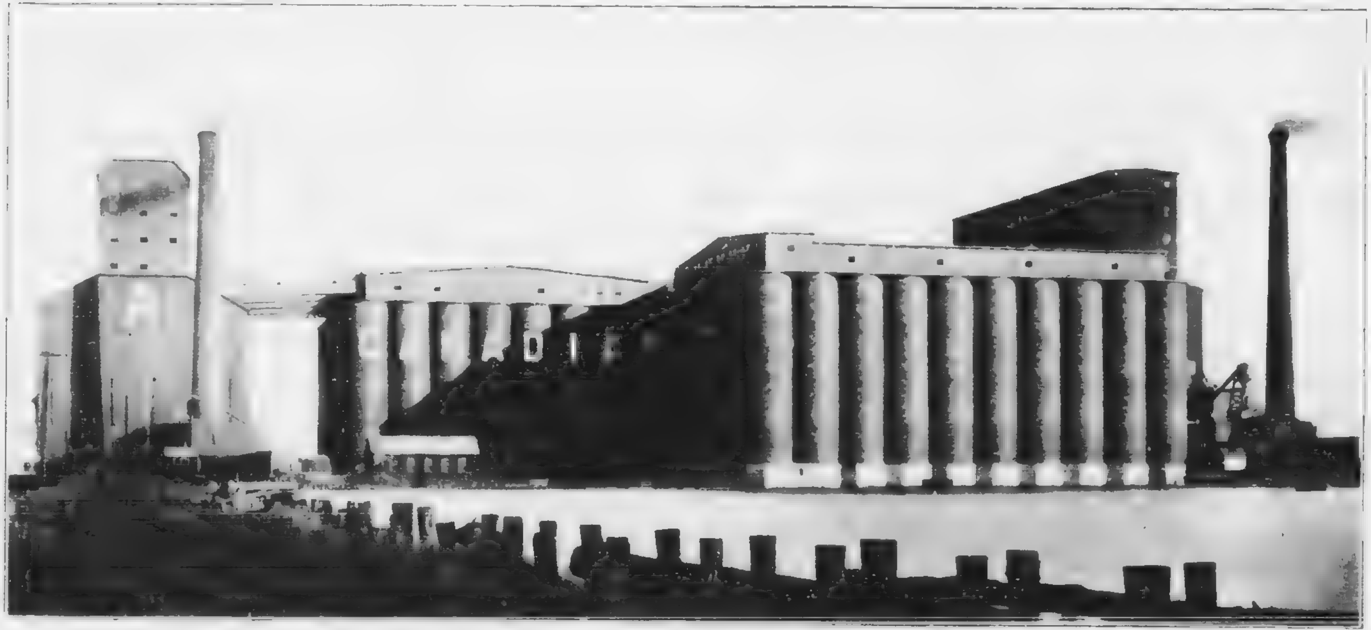
ities at internal elevators in the West, where the interest would only accrue on the cost of production and teaming, and not on the rail and lake transportation as well.

CANADIAN WHEAT NEEDS A FEDERAL RESERVE BANKING SYSTEM.

Now that Canadians have been educated by Sir Thomas White to buy bonds for Canadian financing, a federal reserve banking system, should provide cheap money for carrying western wheat instead of slaughtering it at a loss of millions of dollars.

Some day the Western farmer will demand this, and all Canada will benefit because **an equalled monthly earning power** will be given to rolling stock and equipment, elevators, Canadian Lake boats, labor and Canadian liners now robbed of their export trade by grain routed to American channels and ports.

Incidentally we will deliver wheat to the United Kingdom around five cents a bushel cheaper, and the Canadian National Railways and Steamships will, next to the Western farmer, **reap the main economic reward.**



Why not use New Ontario's Waterway with elevators on Lake Nipissing with three lines of railway to Montreal? American elevator capacity between Buffalo and Detroit is ten times ours on Lower Lakes and by affording storage, grain is therefore routed to American Atlantic ports.

DOES 66 2-3 PER CENT. OF OUR WESTERN WHEAT GO THROUGH AMERICAN PORTS BECAUSE OF OCEAN CONDITIONS?

THE ports of New York and Montreal have on the whole the lowest ocean rate enjoyed by any of the "Atlantic Range" Ports, and except at one or two periods the range of rates from Montreal does not in normal years differ widely from the range of rates from New York.

That the liners in the Montreal trade have the first call on the business, instead of the tramps, is indicated not merely by the comparative regularity of their takings, but by the fact that they oftimes take nearly all the wheat offered.

THE COMBINATION LINER HAVING SOME PASSENGER, AND SOME HIGH CLASS FREIGHT CAN CARRY WHEAT AT A RATE THAT THE TRAMP CANNOT MEET WHENEVER IT NEEDS WHEAT AS BALLAST OR CARGO.

Due to combination liners carrying grain more cheaply than tramps, it naturally follows that New York and Montreal both pay more money for tramp accommodation than for liner cargo, and it is evident that in all the trade routes elsewhere throughout the world that a tramp steamer is a much more permanent factor than it is in this "North Atlantic" Range trade. This is due to the combination liners affording an even flow of traffic with given dates of sailing in preference to the intermittent port calls and fluctuating net register of the different tramp steamers, whose total carrying capacity it is frequently necessary to charter, and pay for, whether a full cargo is available for that foreign route or port of call or not.

Tramps have not played an important part in the normal years of 1910, '11, '12 and '13 in the North Atlantic Range grain movements and especially at Montreal, and New York where the takings of grain were extremely light, particularly in 1910 and 1911, when at these ports only four tramps loaded. The tramps only enter the trade when freights are high. It certainly was not the insurance rate, which is only equivalent to ¼ of 1 cent per bushel on cargoes out of Montreal which was responsible for none of the 23,500 tramps in the world's commerce doing the grain business and the traffic instead being all carried by a portion of its 15,055 liners.

AS LONG AS THE MONTREAL LINERS WILL CARRY WHEAT ACROSS THE ATLANTIC AT RATES NOT EXCEEDING THOSE OF THE LINERS FROM NEW YORK OR OTHER UNITED STATES PORTS, THE THROUGH CANADIAN ROUTES SHOULD BE CHEAPER THAN THE THROUGH ROUTE BY WAY OF THE UNITED STATES, BECAUSE THE RATE ON CANADIAN WHEAT FROM THE INTERIOR TO MONTREAL IS GENERALLY, IF NOT ALWAYS, LOWER THAN TO THE UNITED STATES PORTS.

INSURANCE.

Are there big forces of some kind swinging freight rates up and down on the ocean in comparison with which cargo insurance is a very small factor? **THIS IS ESPECIALLY INTERESTING IN VIEW OF THE 87 1-2 PER CENT. RAISE IN OCEAN RATE ON WHEAT IN THE FOUR YEARS PRIOR TO 1913.** Let us examine this, because the United Kingdom and the Continent, being THE MARKET WHICH SETS THE WORLD'S PRICE

FOR WHEAT BY USING SIX OUT OF EVERY SEVEN BUSHELS EXPORTED from all shipping countries including Argentine, India, The Balkan States, Australia, America, and Roumania every increased charge that is made against a bushel of wheat from the time it leaves the thrasher in the West until it reaches Liverpool means **THAT MUCH LESS FOR THE CANADIAN FARMER.**

HOW ARE OCEAN RATES FIXED OR CONTROLLED?

The report of the Investigation of Shipping Combines to the House of Representatives, 1914 in dealing with the question of **ocean rates** states that the four conferences, Liverpool, London, Glasgow and Manchester are parties to minimum rates and understandings, both westbound and eastbound, which are entered into from time to time according to freight market conditions.

These four conferences cover the Allan Line, the C.P.R. Cunard Line, Leyland, Thomson, Warren, White Star, White Star Dominion, Manchester Liners, Lamport and Holt and "Wilson and Furness—Leyland Line."

The minimum rate agreement is confined to the high priced freight on which the shippers as well as the ship lines are evidently anxious to have fixed rates equally applicable to all. **No agreement exists regarding grain, except that the liners agree that they will not take more than 12 loads of grain at a rate less than 3 cents per bushel,,** i.e. they can make any rates they desire but must not exceed 12 loads on one ship which would be 96,000 bushels of wheat, or 102,000 bushels of corn or 120,000 bushels of barley.

WHY THEN DID GRAIN RATES ON THE OCEAN ADVANCE?

It would appear in this case of 87 [illegible] above referred to that [illegible] trade got ahead of the tonnage available, that both tramps and liners were in such demand by shippers that vessels acted the same as any other article in the law of supply and demand: and because prior to 1911, ocean rates had dropped to a figure previously unknown.

In connection with the operation of steamship conferences, as reported by the New York Committee,

> "The conferences, in substance and effect, become partners for the purpose of supplying tonnage for the particular trade in which the pool operates, and they divide their earnings and losses in proportion to the capital represented by tonnage which is furnished to supply the needs of the trade."

No agreement exists therefore, regarding grain even with the liners having subsidies from the Dominion Government, and there never was a time but what more liners could engage in the Montreal trade.

WHY THEN DO NOT MORE LINERS ENTER THE CANADIAN TRADE?

Is it the load factor, or in plain language, is it for want of remunerative return cargo from the United Kingdom, and is this one of the reasons why wheat is diverted to American ports? In the last normal year before the war, ending March 31, 1914, Canadian imports from Europe amounted to the value of $181,262,545 and of this total goods to the value of $169,527,341 arrived at Canadian ocean ports, which means that [illegible] per cent of Canadian purchases in Europe came directly to Canadian ocean ports. Montreal vessels had an inward load of 50 as compared with an outward load of 100.

If [illegible] liners entered the trade the inward factor [illegible] would therefore be more remunerative

NEW ONTARIO'S WATERWAY ALSO PROVIDES AN ECONOMIC GRAIN ROUTE TO MONTREAL.

for these vessels, if **privately** owned, to trade with other ports on the North Atlantic Range where the load factor is better. They must, therefore, be publically owned if Canada is to have the "bottoms" to send exports overseas. **This is exactly what the Dominion Government is doing when putting on a fleet of 40 vessels to co-operate with the Canadian National Railways. That is the correct and only solution—not only of Canada's wheat problem, but of Canada's Merchant Marine.**

The Cabinet having announced a Government owned merchant Marine, vessels flying the Canadian flag will sail to any country where Canada's foreign trade has established a footing. Subsidized individually and acting as tramps they will also operate under a Parent Company, and the future will determine whether the Parent Company will be a party to one or all of the Atlantic conferences, or be powerful enough to act as "wild" boats, and thereby control ocean rates.

Before Canada develops ocean tonnage in quantity to successfully compete against the new American merchant marine she must necessarily legislate similar to the American "Webb" law, enabling combinations of manufacturers to thereby reduce their overhead in the development of foreign trade.

It should also be set out that the ability of Canadian combination liners to carry wheat as cheaply as liners from New York and Philadelphia is to no small extent determined by Canadian passenger traffic sailing from Canadian ports instead of New York; and Canadian immigration destined **direct to our Canadian ports** instead of to New York and to Phiiadelphia.

A government owned merchant marine is a wise move with greater future results than could possibly appear on the surface. This fleet is to operate in conjunction with the Canadian National Railways, THEREFORE,LET US TRACE BACK TO SEE WHERE THIS FLEET IS GOING TO RECEIVE THE 40 PER CENT. OF WESTERN CANADIAN WHEAT, WHICH THE NATIONAL RAILWAYS ARE DELIVERING TO THE HEAD OF THE LAKES (including Duluth), AND WHICH 40 PER CENT. IS NOW IN THE MAIN, GOING DIRECT TO BUFFALO AND AMERICAN PORTS.

HAS THE CANADIAN NATIONAL AN EASTBOUND LINE FROM GEORGIAN BAY?

HAS THE CANADIAN NATIONAL A LINE TO GEORGIAN BAY?

THE Canadian National [illegible] Georgian Bay ports, such as the C.P.R. has from Pt. McNichol, or the G.T.R. has from Midland (Tiffin) and Depot Harbor. [illegible] Toronto to Ottawa lines do, like the C.P.R. and the G.T.R., pass along the shores of Lake Ontario, but we have **proved beyond question** that in the rush season when the bulk of the wheat is moved the wheat goes to Georgian Bay [illegible] water route, where the boats earn more money.

It would appear that [illegible] Island route the steamboat mileage is less from the Sault to North Bay than from the Sault to Midland or Pt. McNichol and the Canadian National [illegible] Lake Nipissing is 60 and 33 miles, respectively, closer to Montreal than the mentioned ports. (See Chart showing [illegible] Canadian and American [illegible]

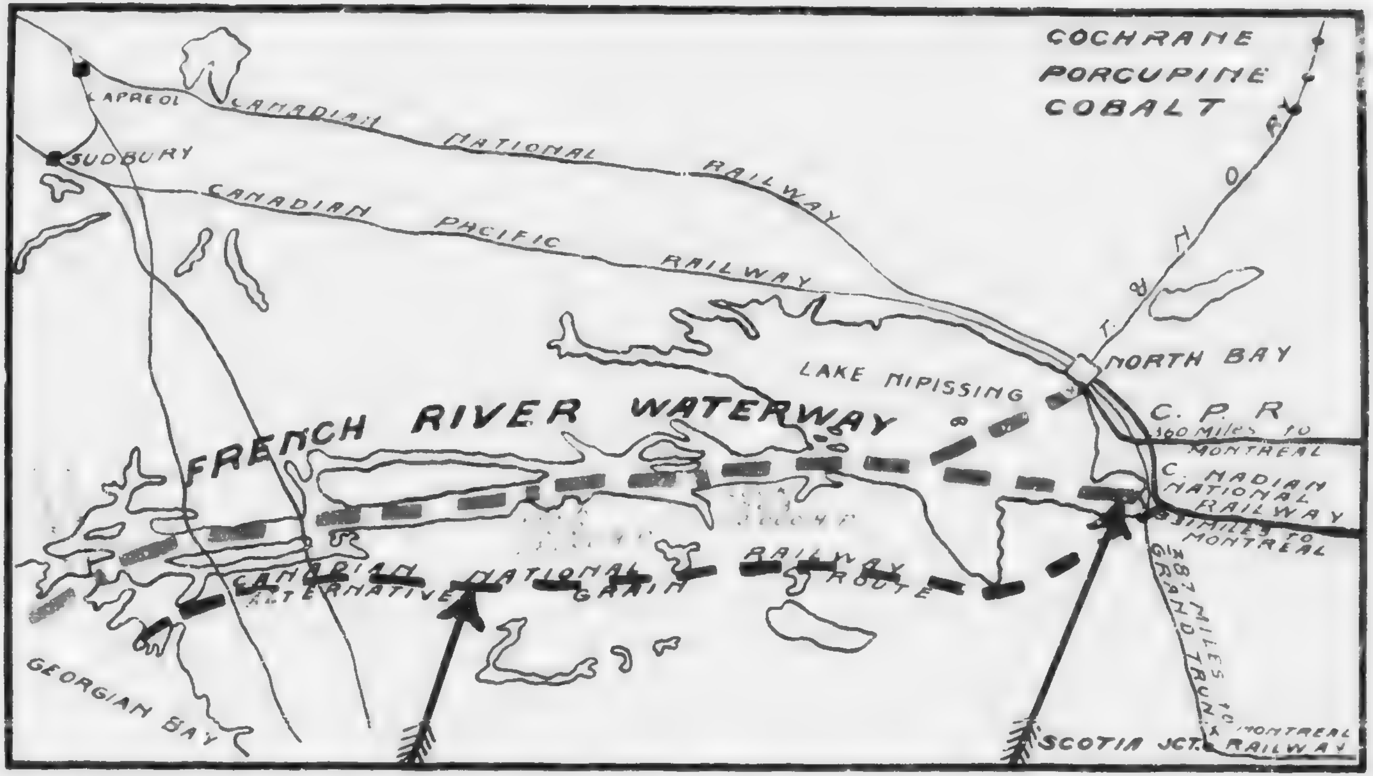
The nearest [illegible] Georgian Bay [illegible] C.N.R. can obtain [illegible] would be from Chisholm Junction or Callander, at the east end of Lake Nipissing paralleling the French and Pickerel Rivers down to [illegible] Harbor. **This means paralleling this waterway,** [illegible] the Canadian National 2000 [illegible] and the cost of building the [illegible]

[illegible] the National management and the Government [illegible] Eastern National branches [illegible] at present [illegible] the pressing need of Western branch extensions, many of which would [illegible] sufficient density of traffic to make the whole [illegible] pay.

WHERE IS THE SAVING EFFECTED OVER THE "BUFFALO TO NEW YORK" RAIL HAUL?

Let us set out clearly and concisely that the 14 cents per hundredweight rate from Winnipeg to the Head of the Lakes is uniform on our three Canadian railways—that it was recently made to meet the Dakota rate to Minneapolis, St. Paul and Duluth their Head of the Lakes port—that the lake rates are the same from the Head of the Lakes to Georgian Bay, Port Colborne or Buffalo—that the rail rate is the same from Georgian Bay ports to Montreal as from Pt. Colborne to Montreal, 9.3 cents per bushel—that the Buffalo to New York hundredweight rate is approximately equal to this and finally that seldom does the range of ocean rates from Montreal differ materially from the range of rates from New York to Liverpool. Now this **clearly means** that if the rail haul on the intervening section across Ontario, or across New York State on any line is longer than via any of the other ten routes, by which grain is moved, then that longer line—because it has to meet the competitive rate of the short line—**earns less money per ton mile.**

Were the Waterway in, the Canadian National Railway, from the east end of Lake Nipissing (Callander) not only having a lower grade (4-10) than the four-track New York Central, BUT ALSO BEING 108 MILES SHORTER RAIL HAUL, the **National will carry grain cheaper by this route than any existing lake and rail route, or than is possible by the Buffalo to New York route,** which



Why not help the "National" management to save the 2½ cents per bushel it will cost to operate and maintain this grain line? Boat movement will be same cost as to other Lake ports, but this rail movement on 50,000,000 bushels annually will be $1,000,000 per year unnecessary loss? Why not also save the **$6,000,000 construction cost?**

Why not assist the "National" management to save 2½ cents per bushel on wheat by letting grain come in by water to Lake Nipissing where the mileage to Montreal is 105 miles shorter than Buffalo to New York. N.Y.C. grain line equal to 2½ cents per bushel operating costs. When 30,000,000 bushels is **moved the saving will be $750,000.00 annually**

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earns more per ton mile than other roads [illegible] from Lake ports to Baltimore or Philadelphia grain, [illegible] that these two ports [illegible] cents per bushel over New York and Boston. Baltimore [illegible] still higher differential than Philadelphia on **all rail** GRAIN SHIPMENTS FROM CHICAGO [illegible] rates across Ontario [illegible] New York this [illegible] miles and equals 2 cents per bushel on wheat.

But this saving to the National is not the greatest saving that the French River Improvement will effect. If a dead end line [illegible] to be built from the main line, having a junction at [illegible] Callander, down to Key Harbor on Georgian Bay, which is the only possible economic grain route whereby the National could reach Georgian Bay, the cost of **operating and maintaining** this stub line cannot be [illegible] 3.7 cents per bushel, as it is at least 85 miles long [illegible] would mean 170 **miles of operation.**

Basing on the Port McNicoll to Montreal mileage and average earnings per ton mile, [illegible] the **ratio** of terminal versus road movement carload costs set out in the Western Rates case, the cost of operating and maintaining this 170 miles [illegible] 3.7 cents per bushel. Assuming that it could be [illegible] efficiency to 3½ cents per bushel, what total amount could be saved per year to the National [illegible] instead of this dead end line.

The elevators which would be built at the east end of Lake Nipissing for the Canadian National (we will deal with C.P.R. later) would, doubtless, have a total capacity of 7,500,000 bushels [illegible] considering that C.N.R. moved in one year 40 per cent. of the Western crop to the Head of the Lakes, and that [illegible] grain ports ordinarily ships 12,000,000 bushels of grain to Georgian Bay ports, **we would reasonably expect 30,000,000 bushels of grain to be elevated and transhipped over the National to Montreal each year.** At 3.5 cents per bushel the net earnings of the National will therefore be [illegible] $1,000,000 **greater** yearly if the grain comes to the main line via the waterway instead of by a dead end line down to Georgian Bay. This is only operation and maintenance, and is not taking into account the $6,000,000 cost of construction, and equipping the line with rolling stock.

THEREFORE, NORTHERN ONTARIO'S WATERWAY CLEARLY GIVES CANADA A GRAIN ROUTE WHICH WILL, DUE TO LOW GRADES AND SHORTER MILEAGE OF CANADIAN NATIONAL, PUT GRAIN INTO MONTREAL CHEAPER THAN ANY OTHER CANADIAN LAKE AND RAIL ROUTE AND DECIDEDLY CHEAPER THAN THE BUFFALO TO NEW YORK ROUTE, WHICH IS THE LOWEST OF ALL THE AMERICAN ROUTES FROM THE LAKES TO THE SEABOARD

Now as to the C.P.R.: Their single track line east from Pt McNichol is taxed to the utmost in the fall rush season. Were this waterway constructed the C.P.R. would then have their main line for a short haul wheat line to Montreal. The mileage from North Bay to Montreal via the C.P.R. is equal to Pt.McNichol to Montreal, in fact it is six miles shorter.

C.P.R. movement of wheat east from North Bay would be economic. North Bay is a "home" divisional point, where crews engines and rolling stock are available for main line movement. The waterfront coal unloading plant will be so close to the divisional point yard that a tender could be coaled by an unloading bucket. Tonnage trains moving from a divisional point de

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[illegible] Being [illegible] **Main line** across Canada, it is already equipped [illegible] steel [illegible] cement culverts and steel bridges [illegible] through traffic. True, [illegible] grades that are over 1 per cent [illegible] all [illegible] could be easily [illegible] which is [illegible]

[illegible] McNeill [illegible] Western [illegible]

[illegible] Canada's shores. [illegible] 1910-11) the Argentine [illegible] wheat was [illegible] cents as against the [illegible] cents per bushel!

Argentine has no long haul from the interior. The rail mileage on our "lake and rail" movement is yearly lengthening towards the Peace River district, until it averages 1,700 miles.

Widen our vision further and see our prairies competing with other wheat producing countries exporting to world markets and competing as follows: (Wheat and flour are averaged for the years [illegible] the war): United States and Canada, 33% (ours approximately 14%); Russia 25½%; Argentine, 16½%; Balkans, 10 [illegible] [illegible] 7 [illegible] Australia, 7.

Limiting [illegible] standing armies, such as Germany, to 100,000 [illegible] increased production of wheat and foodstuffs in Europe. [illegible] that our wheat must continue to yield [illegible] our Western Provinces [illegible] manufacturing east.

We know **we are not guessing anywhere in this report**—that our New Ontario's waterway is not only [illegible] transportation, but will divert the American wheat flow, and that you as a shareholder of the Canadian National Railway and Ocean Steamships—as a patriotic citizen—prefer to see the 60 per cent. of Manitoba, Alberta and Saskatchewan wheat that Government railways will deliver to the Head of the Lakes not only carried in Canadian bottoms on the Great Lakes but also via Canadian railways to Quebec and Maritime [illegible] Canadian [illegible]

SUMMARY OF MERITS OF FRENCH RIVER IMPROVEMENT.

REVISED plans and specifications are complete in the Public Works Department, Ottawa. It is the **only** large work that will afford immediate employment to 10,000 men now being discharged at the Nobel Explosives, Sudbury Nickel Plants, and several other war industries, and to the 4,000 Northern Ontario men returning daily from France and Flanders, and failing to find work to support their families.

Construction is extremely simple. There are no engineering difficulties. It can be completed in two years.

The $500,000 voted by Parliament when they commenced this work, prior to the war, was partly expended in the construction and completion of the cement dam with steel gates at the outlet of Lake Nipissing. The two additional dams and locks **will make three large, deep lake expansions** between Georgian Bay and North Bay, providing a waterway twenty-two feet in depth throughout the entire eighty-three miles of length.

The sailing time from Georgian to North Bay will be around nine hours. On passing through No. 1 lock at the shore of the Georgian Bay a vessel steams three hours to lock No. 2--a distance of 37 miles: two hours between lock No. 2 and 3--and then passes out into the present thirty-four-mile steamer route across Lake Nipissing. Eighty per cent. of the trip will be made with "full steam ahead."

The three locks overcome 69 ft. 5 in. fall and generate 35,394 h.p. urgently needed in the North Bay-Sudbury district. Report shows that sales of power to mines, smelters and industries will pay five per cent. interest on cost of construction.

Standing white and red pine, mainly owned by the Crown, will be enhanced in value $5,000,000 and spruce to be made into paper at New Ontario's large paper mills will be enhanced in value $25,000,000, due to water-borne rates.

Mill Imports, which are mainly coal, will have savings due to water-borne rates of $10,000,000 in twenty-five years, which is assumed as the life of the mills, although it will be longer.

The total **annual** saving on coal on present consumption will be $1,265,726.06, as coal will be brought in from [illegible] ports. This amount will be greatly increased yearly. These computations will be found carefully worked out in the detailed report, and would be greater, were they not based on the "coal shortage winter."

The imports accruing indirectly, as well as direct, from the purchasing power of this section cannot be accurately traced. The Customs' receipts at the Northern ports are over $1,000,000 this year, and along with indirect purchases of mining and power machinery, etc., made from the southern head offices of the companies, who make the clearances at the [illegible] at Toronto and Montreal, will total around $2,500,000 per year. The Toronto Board of Trade figured the purchasing power at $45,000,000 annually.

Exports accruing from the Northern section have been difficult to secure in total--due to ore going to Southern Ontario refining plants and smelters, but it is quite evident they reached $70,000,000 last year. With labor conditions entirely different in the future, and immense development now under way, mining

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in new gold fields, and pulp and paper mills just starting, it is not too [illegible] to say that these exports are going to reach **the sum of $200,000,000 yearly.**

The area which will be benefited by water borne traffic and cheap power includes the nickel fields of Sudbury, the silver areas of Cobalt District, the gold of Porcupine, Kirkland Lake and Montreal River, the pulp mills of Abitibi, Mattagami, Spanish River, Sturgeon Falls Mills, the Kipawa Fibre Company, Riordon and two other mills stated to be getting under way.

It will also benefit the Parry Sound District, the T. & N. O. (Ontario Government Railway), East and west of Cochrane on the National (formerly Transcontinental) and also the C.P.R. and C.N.R. east and west of North Bay.

It is extremely improbable that any section of Canada or the United States is as rich in natural resources as the section demanding water borne traffic for its exports and imports, for it is rich in all latent resources of field, of mine and of forest.

Northern Ontario however comes to Canada with a fair proposal. Give us our waterway, and we will give Canada and **especially the Canadian National Railway**, its most economic 'lake and rail' grain route to Montreal and Maritime ports.

The C.N.R. has no connecting line to Georgian Bay and we misjudge the capabilities of the West if we believe grain will not be provided for all the Canadian lake and rail routes available because **66 per cent. of our Western grain is now going to American Atlantic ports.**

Northern Ontario wants this waterway, needs it badly—feels that she can show Canada an economic grain route as well to justify the expenditure of from sixteen to eighteen millions—although the waterway will be paid for in savings several times over, and the interest covered by the sale of hydro electric power.

Uquestionably, it will help the National Railway as nothing else east of the Prairies will do, (with the possible exception of Toronto to Buffalo connections), because Western Canadian grain now going to Buffalo from the Head of the Lakes will then reach Montreal and the Maritime ports.

French River Improvement will, therefore, benefit Montreal, and should be favored by the Province of Quebec. When the Port of Montreal is closed **it will be economic** to move the grain during the winter from elevators at the east end of Lake Nipissing or "winter storage afloat," both to St. John (by the C.P.R.) and to Moncton and Halifax by the National. Is this not unquestionably better for the Maritime Provinces than 66 per cent of the western wheat going to the ports of New York, Baltimore, Boston and Philadelphia?

If by this **route, the National will save at least 3½ cts. a** bushel, instead of operating a dead end line down to Georgian Bay, then **the Western Prairie Provinces get the** benefit of the cheap transportation, and all Canada as well, because of the decreased operating costs of the Railway.

New Ontario believes that her waterway will economically move through Canadian channels, the one product that has not only made the West, and then the manufacturing east, but also brought to Canada her European and American immigration—**No. 1 Northern.**

This brief summary read possibly by a busy man, who has not time to read the whole booklet, cannot possibly cover this grain situation. We will only note here that when real transportation men like Baron Shaughnessy and others endorsed the French River Improvement in 1913, Canada from Coast to Coast might listen, to its advantage.

French River Improvement has been endorsed by the Associated Boards of Trade of Ontario, and without doubt should be endorsed by the Canadian West. Northern Ontario desires the waterway and feeling that its merits as a grain route should also be made known, respectfully submits this compiled data on the French River waterway.

Prepared for the Northern Ontario Associated Boards of Trade by the

FRENCH RIVER
IMPROVEMENT STATISTICAL COMMITTEE.
North Bay, Ontario.

J. B. McDOUGALL, H. M. ANDERSON, R. A. TYNER AND
CYRIL T. YOUNG.

FRENCH RIVER IMPROVEMENT

IS ENDORSED BY

THE ASSOCIATED BOARDS OF TRADE OF ONTARIO.

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